The Hong Kong Daily Press.

No. 5155 號五十五百一千五第 日一十月四年戊甲治同 HONGKONG, TUESDAY, 26TH MAY, 1874. 二拜禮 號六十二月五英 港香 [PRICE $2½ PER MONTH.

Arrivals.

May 25, DUNA, Brit. str., 852, Thomson, Saigon 20th May, Rice.—GILMAN & Co.
May 25, DOUGLAS, Brit. str., 862, E. Burnie, from Aberdeen Dock.
May 26, HONGKONG, Siamese bark, 565, H. Freudenburg, Bangkok 7th May, Rice.—ORDER.
May 25, LOTTE, German bark, 400, E. Hildebrand, Whampoa 22nd May, General.—BOURJAU & Co.
May 25, AN-LAN, Chinese gun-boat, 221, J. Godsil, Canton 25th May.

Departures.

May 25, LUCKY, for Bangkok.
May 25, NANKIN, str., for Shanghai.
May 25, BOMBAY, str., for Yokohama.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, MAY 25TH.
None.

Passengers.

ARRIVED.
Per *Duna*, str., from Saigon:—80 Chinese.
Per *Hongkong*, from Bangkok:—65 Chinese.

Reports.

The Siamese bark *Hongkong* reports left Bangkok on 7th May, and had light variable Southerly and S. Westerly winds throughout.

The British steamship *Duna*, reports left Saigon on 20th May; had first part S.E. winds and fine weather; latter part light North winds and cloudy weather, with a quantity of rain.

Vessels Expected at Hongkong.
(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Batavia	Cuxhaven	Dec. 30
Decagum	Cardiff	Jan. 15
Avonmore	Cardiff	Jan. 24
Doerhound	London	Feb. 4
Leonore (s)	Portland	Feb. 8
Alejandro	New York	Feb. 10
Pilgrim	Boston	Feb. 13
Golden Spurs	Cardiff	Feb. 18
Elizabeth Dougal	Cardiff	Feb. 18
Waltikka	Liverpool	Feb. 19
Frances	Shields	Feb. 19
G. T. Pearson	Cardiff	Feb. 22
Courrier	Swansea	Feb. 25
Arracan	London	March 3
Warrior (s)	Liverpool	March 4
New Republic	New York	March 4
Charmer	Liverpool	March 9
Everhard	Newcastle	March 10
J. Christian	Hamburg	March 11
Morning Light	London	March 16
F. M. Thayer	Cardiff	March 19
Lutbley Rich	Cardiff	March 21
Atlantic	Penarth	March 21
Star of China	Swansea	March 22
J. Christian	Cuxhaven	March 24
Dan	Cuxhaven	April 5
Taiteing	London	April 6
Comet	Cardiff	April 7
Cleopatria	Penarth	April 8

Auction Sales to-day.

J. M. ARMSTRONG,
At 2 P.M.,
Music and Musical Instruments.

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

AFTER this date, the Brokerage allowed by this Company on the Premia on RISKS to ports west of Singapore, will be Ten per cent. (10 %) only; on ALL OTHER INSURANCES a Brokerage of Thirty-three and One-third per cent. (33⅓ %) on the Premia will be allowed, as heretofore.

OLYPHANT & Co.,
General Agents.
tf 42 Hongkong, 5th January, 1874.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.
tf 471 Hongkong, 1st March, 1874.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co.,
Agents.
tf 1174 25th June, 1872.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.
1y 1 Hongkong, 1st January, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.
Hongkong 1st November, 1871. tf 385

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, } of the annual rate.
Not exceeding 1 month, } do. do.
Above 1 month and not exceeding 3 months... } do. do.
Above 3 months and not exceeding 6 months... } do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

Banks.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.

London Office.....3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*

AUTHORIZED
CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.

R. G. SNEATH, } *Managers.*
1y 1887] IGN. STEINHART. }

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The HON. R. ROWETT.

Ad. Andre, Esq.	Wm. Lemann, Esq.
E. R. Bolton, Esq.	Thos. Pyne, Esq.
J. F. Cordes, Esq.	S. D. Sassoon, Esq.
A. F. Heard, Esq.	

Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "
LOCAL BILLS DISCOUNTED
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 16th February, 1874.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.
RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	*£ Sterling.*
PAID-UP CAPITAL.....	80,000,000	3,200,000
RESERVE FUND.....	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed
On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances; 2½ % subject to 15 days' notice of withdrawal; and 3 % subject to one month's notice.
On Fixed Deposits:
For 3 months 3 % per annum.
" 6 " 4 " "
" 12 " 5 " "

A. PHILIPPE,
Acting Manager.
Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 2nd June, 1873.

DISSOLVED PERUVIAN GUANO,
PREPARED BY
OHLENDORFF & CO.,
LONDON, ANTWERP, HAMBURG, AND EMMERICH-ON-RHINE.
GUARANTEED TO CONTAIN
Nitrogen equal to 10 per cent. of Non-Volatile Ammonia.
30 " Soluble } Guano Phosphate.
4 " Insoluble }
THIS Manure is prepared from *genuine Peruvian Government Guano*. The result of its special treatment is that the Ammonia is fixed, the Phosphates in the Raw Guano rendered soluble, and the Manure brought into the condition of a free dry powder.

It loses nothing from exposure to the atmosphere, or to the heat of the sun. It is offered to the farmer with a *Guarantee* of its composition, and is, in fact, the richest and, considering the quality, the cheapest *Guaranteed Manure* at present in the market. Its fertilising properties are such as will enable the consumer to derive the greatest economical advantage from the use of Guano.

APPLICATION OF DISSOLVED PERUVIAN GUANO TO COLONIAL PRODUCE.

SUGAR CANE.—Dissolved Peruvian Guano produces strong and succulent canes, rich in crystallizable sugar, without detriment to the productive power of the land. From 3 to 4 cwts. of Dissolved Peruvian Guano per acre is a good dressing for Sugar Cane.

INDIAN CORN.—Three to 4 cwts. of Dissolved Peruvian Guano per acre exercises a powerful effect upon Indian Corn, and largely increases this crop.

RICE.—We should strongly recommend the use of 2 to 3 cwts. per acre for Rice, for, although irrigation is generally solely relied upon as a means of producing a good crop of Rice, there can be no doubt that, in addition to irrigation, 2 or 3 cwts. of Dissolved Peruvian Guano per acre will be highly beneficial.

TEA.—Judging from the limited experience at our command with regard to the manuring of Tea plantations, we confidently recommend it to planters, whose reports we shall be glad to receive.

COTTON.—The yield of Cotton has of late years been greatly increased by the use of artificial manures, containing a fair proportion of ammonia and much soluble phosphate of lime, potash, and other alkaline salts. Dissolved Peruvian Guano meets the requirements of the Cotton plant, inasmuch as it furnishes all the elements of fertility which are calculated to promote the luxuriant growth of the same. If the increase in quantity be made the chief object, 4 to 5 cwts. of Dissolved Peruvian Guano per acre will prove most advantageous; but if greater care be given to the fine quality of the Cotton, the use of 2 to 3 cwts. of Dissolved Peruvian Guano, together with 2 to 3 cwts. of mineral superphosphate, per acre, will be found to answer better.

OHLENDORFF & CO.,
OFFICES—110, FENCHURCH STREET, LONDON, E.C.
WORKS—AT PLAISTOW (NEAR VICTORIA DOCK,) LONDON, E.C.

N.B.—In applying Dissolved Guano, and, Indeed, all concentrated Artificial Manures, it is desirable to mix them with about twice their bulk of dry earth, sifted vegetable ashes, or similar substances, so as to secure an even distribution of the manure, and to prevent its coming into direct contact with the seed.

IT SHOULD ALWAYS BE KEPT DRY TO AVOID LOSS.

For further particulars, apply to
MEYER, ALABOR & Co.,
Hongkong.
tf 511 Hongkong, April 2nd, 1874.

LONDON AND ORIENTAL STEAM-TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Notices of Firms.

WE Have this day Established a Branch of our Firm in Hongkong.

Mr. HENRY ANDREW MYLNE is authorized to sign our Firm by procuration.

ADAMSON, BELL & Co.
666 Shanghai, 1st May, 1874.

WITH reference to the above, our temporary offices are with Messrs. JOHN BURD & Co.

Hong name TIEN CHANG,
天 祥
ADAMSON, BELL & Co.
667 Hongkong, 1st May, 1874.

THE Interest and Responsibility of Mr. EDWARD WINSLOW STEVENS, in our firm, in Hongkong and China, ceased on the 31st December last.

RUSSELL & Co.
3m 519 Hongkong, 4th April, 1874.

NOTICE.

THE Interest and Responsibility of Mr. JAMES REISS, in our firm, ceased on the 30th April, 1874.

REISS & Co.
Hongkong, China, and Japan.
tf 715] May 7th, 1874.

THE Interest and Responsibility of Mr. OTTO FRIEDRICH, in our firm, ceased on the 31st March, 1874.

LAMMERT, ATKINSON & Co.
tf 504 Hongkong, 2nd April, 1874.

NOTICE.

THE Interest and Responsibility of Mr. JOHN PATERSON and Mr. WILLIAM CUNNINGHAM JOHNSTON, in our firm, ceased on 30th ultimo.

Mr. ROBERT HUNTER BRUCE has been admitted a partner from this date.

TAIT & Co.
1m 707 Amoy, 1st May, 1874.

NOTICE.

I HAVE this day admitted Mr. FRANK LEYBURN a partner in my Business, which will, for the future, be conducted under the style or firm of

ODELL & LEYBURN,
JOHN ODELL.
1m 784 Foochow, 1st May, 1874.

NOTICE.

MR. JAMES BRADLEE SMITH is authorized to sign our firm, per procuration, in Hongkong and China, from this date.

OLYPHANT & Co.
tf 492 Hongkong, 1st April, 1874.

NOTICE.

THE Interest and Responsibility of Mr. ALEXANDER MCGLASHAN HEATON, in our Firm, ceases this day.

DOUGLAS LAPRAIK & Co.
924 488 Hongkong, 31st March, 1874.

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.

A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

THE Interest and Responsibility of the late WONG KOONG-TEEN, in our firm, ceased on the 16th February, 1874.

WEE KO-PEE and OW YANG MAH-YEE were admitted Partners in our firm on the 17th February, 1874.

POOK MOW LOONG HONG,
48, Bonham Strand West.
3m 362 Hongkong, 9th March, 1874.

NOTICE.

MR. H. KUHLMANN was admitted a partner in our firm on the 1st January, 1874.

KRUSE & Co.
2m 613 Hongkong, 22nd April, 1874.

NOTICE.

I HAVE this day Established myself at this Port as Merchant and Commission Agent.

THOS. FAIRHURST.
tf 664 Foochow, 1st May, 1874.

NOTICE.

MR. HENRY WILLIAM DAVIS is this day admitted a partner in our Firm in Hongkong and China.

PURDON & Co.
tf 665 China, 1st May, 1874.

NOTICE.

THE Interest and Responsibility of Mr. LEOPOLD KAHN, in our firm, ceased on 30th April last, and Mr. CHARLES KAHN is this day admitted a partner.

REISS & Co.
Hongkong, China, and Japan.
tf 668] 1st May, 1874.

NOTICE.

ON and after this date the undermentioned Local Insurance Offices will charge the following Rates of Premium per Steamers *via* Suez Canal, being those now current in London.

	W.A.	*F.P.A.*
HANKOW to LONDON:—		
TEA per Mail Steamers	2¾	2
" all other Steamers	3¼	2¼
SHANGHAI or FOOCHOW to LONDON:—		
TEA per Mail Steamers	2¼	1½
" all other Steamers	3	2¼
SILK per Mail Steamers	1½	1¼
" all other Steamers	2¼	2
CANTON WATERS to LONDON:		
TEA per Mail Steamers	1¾	1¼
" all other Steamers	2½	2
SILK per Mail Steamers	1¼	1
" all other Steamers	2	1½
AMOY to NEW YORK:—		
TEA by Steamers	2½	2

JARDINE, MATHESON & Co.,
General Agents, "Union Insurance Society of Canton."
N. J. EDE,
Secretary, "Union Insurance Society of Canton."
For "The North China Insurance Company,"
REGINALD D. STARKEY,
Agent.
tf 774 Hongkong, 16th May, 1874.

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.

THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse-cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks, being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men, in their several callings, can afford. [3m 702

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO CONTRIBUTORS.

A DIVIDEND, of 23⅓ % on two-thirds (2/3rds) of the profits of the Company for the twelve months ended 31st October last, has this day been declared to ALL CONTRIBUTORS of business during the year.

Warrants can be had at the Office of the Company on application.

AUGUSTINE HEARD & Co.,
General Agents.
tf 523 Hongkong, 6th April, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. R. MORGAN,
Agent.
1y 966 Hongkong, 18th June, 1873.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. MARKS & CHAPMAN, to sell by Public Auction, (owing to the dissolution of Partnership,)

THIS DAY,
the 26th May, 1874, at 2 o'clock P.M., at No. 3, Pottinger Street, opposite St. Saviour's College:—

A large assortment of MUSIC and MUSICAL INSTRUMENTS:—

Comprising PIANOS, by BORD, Paris, ordered expressly for these climates.

Alexandra HARMONIUMS, VIOLONCELLOS, by first-class Italian makers; French ~~VIOLINS and VIOLAS, Cocoa-nut Cases~~; FLUTES, Silver Keys; French FLAGEOLETS, Silver Keys; English DITTO; PICOLOS, CLARIONETS, GUITARS, BASSOONS, Rifle HORNS, DRUMS, CYMBALS, TAMBOURINES, TRIANGLES, CONCERTINAS, English and Anglo-German ACCORDEONS, CASTANETS, HARMONICANS, FIFES, &c., &c., &c.

A Choice Assortment of MUSIC, consisting of Classical PIECES, by BEETHOVEN, MOZART, HAYDN, SCHUBERT, WEBER, &c., for VIOLIN and PIANO, VIOLONCELLO and PIANO, FLUTE and PIANO, CORNO and PIANO.

And, just received, a fine selection of VOCAL MUSIC, comprising Songs and Duetts in English, French, German, and Italian.

Also, the latest popular Comic Songs.

Sacred MUSIC for Piano, Harmonium, Organ, &c.

Violin, Tenor, Violoncello, and Double Bass BOWS, INSULATORS, various colours; Score Paper and Manuscript Do.; Ladies' Morocco Music ROLES, with Gold Tassells; PORTFOLIOS and Half FOLIOS, &c., &c.

Particular attention is called to the above choice assortment of MUSICAL INSTRUMENTS, being well selected by Messrs. MARKS & CHAPMAN, and ordered expressly to suit these climates.

Catalogues at the Auctioneer's.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
785 Hongkong, 19th May, 1874.

PUBLIC AUCTION.

VALUABLE HOUSEHOLD PROPERTY.

MR. CHARLES H. MORGAN has received instructions to sell by Public Auction, (unless previously disposed of privately,) on

THURSDAY,
the 28th May, 1874, at Noon,
At the Offices of the Undersigned, No. 39, Queen's Road Central,—

All that VALUABLE ESTATE and HOUSEHOLD PROPERTY, known as "FLETCHER'S and OLYPHANT'S BUILDINGS," situated on Queen's Road East, between the Commissariat Offices and the Military Hospital, on Marine Lots Nos. 20 and 21, and now occupied in part by Mr. A. E. MEYER.

The Buildings consist of Three Large Dwelling Houses, with strong Godowns, Treasuries, and Offices facing the Queen's Road, on the ground floor, and Commodious Stables and Out-houses attached; Four Godowns in the same compounds, subdivided, and capable of containing 800 or 900 tons coal in each; and Two Godowns, known as "The Boat House," capable of containing 2,000 tons coal.

The area of the Estate is 68,874 square feet, and a large portion of Additional Land on the sea-side, can be easily reclaimed for building purposes.

Annual Crown Rental of the whole Property, $2,323.37.

The Estate can be sold in one or two lots, to suit purchasers.

TERMS OF SALE.—One-half of the purchase money to be paid at time of Sale, and the balance on completion of Transfer, the expenses of which are to be paid by the Purchaser.

The Property to be at Purchaser's risk on the fall of the hammer.

For Further Particulars, Measurement, &c., apply to

THE BORNEO COMPANY, LIMITED.
703 Hongkong, 7th May, 1874.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, at their Sales Rooms, Queen's Road, on

FRIDAY,
the 29th May, 1874, at Noon,—

Several Valuable SCIENTIFIC WORKS, viz.: The Civil Engineers and Architects' JOURNAL, 23 *years*; SOANE'S DESIGNS for Improvements.

GLOSSARY of ARCHITECTURE, BUILDERS' PRACTICAL DIRECTOR, LONDON INTERIORS, Cottage and Villa ARCHITECTURE, CARPENTRY, Builders' Perpetual PRICE BOOK, Illustrated MAGAZINE of ARTS, FOULSON'S PUBLIC BUILDINGS of WEST of ENGLAND, The Practical Mechanic and Engineers' MAGAZINE, ILLUSTRATIONS of PUBLIC BUILDINGS, London.

ARCHITECTURE, VITRUVE; PERSPECTIVE (PLATES); FABBRICHE DISEGNE; General ATLAS, &c., &c., &c.

Also,

The well-known Pony "SPLODGER," HARNESS and CARRIAGE, (complete.)

SUNDRY FURNITURE, GUN in Case, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
814 Hongkong, 25th May, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from C. F. GUILD, Esq., U.S.N., to sell by Public Auction, at his residence at the U. S. Naval Depôt, Wanchi, on

FRIDAY,
the 5th day of June, 1874, at Noon precisely.—

The whole of his HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bed Room SUITES, GLASS WARE, PLATED WARE, Dinner, Dessert, and Breakfast SETS, Pier GLASSES, CARPETS, ENGRAVINGS, SIDEBOARD, TABLES, CHAIRS, COUCHES, BEDSTEADS, WARDROBES, WASHSTANDS, &c., &c.

And,

1 Full-sized Carrom BILLIARD TABLE, by PHELAN, complete, with Balls, Cues, &c.

Also,

1 Cottage PIANO, nearly new, made expressly for the climate.

And,

1 5-Oared GIG, complete, with 2 Awnings, Oars, Grutings, Rowlocks, &c.

Also,

1 Pair Iron DAVITS and Boats FALLS.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
803 Hongkong, 22nd May, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned, having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

To be Let.

FOR SALE OR TO LET.

THE GODOWNS known as "FLETCHER'S BUILDINGS," situated on Queen's Road East. Apply to

TURNER & Co.
tf 561 Hongkong, 14th April, 1874.

TO LET.
With Possession on the 1st of March.

THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to

ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET.

ONE GRANITE GODOWN at Wanchai. Apply to

S. E. BURROWS & SONS.
tf 545 Hongkong, 10th April, 1874.

TO LET.

THE HOUSE No. 3, Mosque Terrace. Apply to

G. VON QVERBECK,
8, Peddar's Hill.
tf 789 Hongkong, 20th May, 1874.

TO LET.
With Possession on 1st May.

THE OFFICE now occupied by the HONGKONG AND CHINA BAKERY Co.

Apply to the
HONGKONG DISPENSARY.
tf 526 Hongkong, 6th April, 1874.

TO LET.
From 1st June next.

OFFICES in Hunt's Building, Peddar's Wharf. Apply to

LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET.

HOUSES Nos. 2, 4, and 6, in "Hollywood Road, lately forming part of the "Hotel d'Europe." Apply to

DAVID SASSOON, SONS & Co.
tf 783 Hongkong, 19th May, 1874.

TO LET.
With immediate possession.

NO. 108, Queen's Road, OFFICE and DWELLING HOUSE, with GODOWNS attached, lately occupied by Messrs. SANDEES & Co.

DWELLING HOUSES.

Alexandra Terrace,
No. 13, Gage Street.
" 8, Gough Street.
" 1, Wyndham Street, (2 Floors.)
" 19a, Hollywood Road, Water and Gas laid on.

DWELLING HOUSES.
With possession from 1st May.

No. 20, Stanley Street, at present in the occupation of Dr. K. YOUNG.

No. 46, Peel Street, at present in the occupation of J. R. ANTON, Esq. Water and Gas laid on.

For particulars, apply to

DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 14th April, 1874.

TO LET.

A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to

LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET,
With Immediate Possession.

THE HOUSE No. 1, Caine Road, lately in the occupation of D. H. BAILEY, Esq. Gas and Water laid on. Apply to

T. ALGAR,
9, Hollywood Road.
tf 348 Hongkong, 5th March, 1874.

FOR SALE.

CAVITE CHEROOTS. Apply to

A. L. AGABEG, JR.
tf 689 Hongkong, 5th May, 1874.

NOTICE.

P. & O. S. N. Co.

(STEAM TO SOUTHAMPTON *via* SUEZ CANAL.)

COMMENCING with the *NIZAM*, leaving Shanghai with the Homeward Mails on the 31st May; and Hongkong 6th June, the Mail Steamers of this Company will proceed direct to Southampton and London *via* the Suez Canal until further notice.

A. McIVER,
Superintendent.
624 Hongkong, 24th April, 1874.

MR. J. C. H. IBURG,

FORMERLY Organist of St. Andrew's Cathedral, and Director of Music in the German Club "Feutonia," at Singapore.

LESSONS given in SINGING, PIANO-FORTE, ORGAN, VIOLIN, and on any other Instruments.

Piano-forte Tuning done on moderate terms.

For Engagements, &c., please address, care of Messrs. LANE, CRAWFORD & Co., or Messrs. KRUSE & Co.
189 Hongkong, 2nd February, 1874.

BROWN, JONES & CO.,
UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.

Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after SATURDAY, the 1st November, a Brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed on *all insurances* granted by this Association.

RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 30th October, 1873.

THE QUEEN INSURANCE COMPANY

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of 210,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.
tf 241 Hongkong, 22nd January, 1870.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days } the annual rates
Not exceeding 1 month } do. do.
Above 1 month, and not exceeding three months } do. do.
Above 3 months, and not exceeding six months... } do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August 1869

Intimations.

NOTICE.

ON and after 1st June, 1874, the United States' Naval Depôt at this place will be CLOSED.

All Claims must be presented on or before 31st instant, or they will not be recognized.

CHAS. F. GUILD,
Paymaster, U.S. Navy, in charge.
11d 802 Hongkong, 22nd May, 1874.

FOR SALE.

A FEW NEWFOUNDLAND DOGS.
Apply to "A.B.," care of this paper.
14d 763 Hongkong, 16th May, 1874.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

A STEAMER of this Company will be dispatched from SAN FRANCISCO for YOKOHAMA every alternate SATURDAY, the first departure under this new arrangement having taken place on the 18th April.

After arriving at Yokohama they will have quick despatch for Hongkong, leaving the latter port for San Francisco, *via* Yokohama, every alternate WEDNESDAY after the 13th instant.

Departures as under:—

FROM SAN FRANCISCO.
"ALASKA,".....April 18.
"GRANADA,".....May 2.
"COLIMA,".....16.

FROM HONGKONG.
"ALASKA,".....May 27.
"GRANADA,".....June 10.
"COLIMA,".....24.

Should sufficient inducement be offered during the Tea Season, the Company is prepared to, and will at any time, dispatch extra Steamers from San Francisco for Ports of China and Japan.

For further information, apply at the Agency of the Company, Praya West.

G. R. EMORY,
Acting Agent.
tf 773 Hongkong, 18th May, 1874.

ESTABLISHED IN 1820.
C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS,
AND
GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY, & H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India; as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate. C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with. Every table is made of *solid wood, well seasoned and not veneered.* The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions. No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material. Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.

C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.

Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps. Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for

THE NEW PATENT
ELECTRIC BILLIARD MARKER,

by means of which the score can be marked from the cushion of the table.

Price Lists, Catalogues, and all information may be obtained from

Messrs. LANE, CRAWFORD & Co., who have consented to act as C. LAZARUS and Co.'s Agents in Hongkong, Shanghai, and Japan, and by whom all orders will be received and forwarded to Calcutta by the earliest opportunity. [766

NOTICE.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate to the Community of Hongkong, Steamship Owners, and the Public generally, that they have now completed their extensive works at East Point, for the Manufacture of ICE, and in the course of a few days will open a DEPOT in the Hongkong Hotel Buildings, Queen's Road, where they will be prepared to supply ICE of a *pure quality, clear and solid*, at the undernoted prices; and trust to have a share of their Patronage and Support.

1 Ton.....50 Dollars.
½ " .....30 "

Small quantities, 3 cents per lb., with a discount to large consumers.

Order Books can be had at the Depôt, or at the Works.

KYLE & BAIN,
Proprietors.
1m 717 Hongkong, 8th May, 1874.

NOTICE.

THE Undersigned begs to intimate to the Community of Hongkong and the Public generally that he has taken over Mr. HAWKINS' HORSE REPOSITORY, and hopes by strict attention to business to merit their Patronage and Support. All Horses, &c., intrusted to his care, on Livery, or otherwise, will be carefully attended to. All Horses carefully shod, and all business carried on as heretofore.

JAMES WILLIAMS,
Farrier, late Royal Artillery.
tf 671 Hongkong, 1st May, 1874.

NOTICE.

THE Registered Office of the HONGKONG AND CHINA BAKERY COMPANY, LIMITED, has been REMOVED this day to our premises on the Praya.

LANE, CRAWFORD & Co.,
General Managers.
1m 675 Hongkong, 1st May, 1874.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

SPECIAL ATTENTION of Shippers is called to the low rates of premium charged for all steamer risks, besides which a brokerage of (33⅓) THIRTY-THREE and ONE-THIRD PER CENT. is allowed by this Company on ALL INSURANCES.

SIEMSSEN & Co.,
Agents.
tf 270 Hongkong, 19th February, 1874.

Intimations.

FOR SHANGHAI.

THE British Steamer

"JAPAN,"

Captain H. de Smidt, will be despatched as above TO-MORROW, the 27th instant, at noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
23 817 Hongkong, 25th May, 1874.

FOR SWATO

"THE CHRONICLE & DIRECTORY" FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI,

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAG

(Designed expressly for this Work)

MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao.....Messrs. J. P. DA SILVA & Co.
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Ningpo..... „ KELLY & Co., Shanghai.
Shanghai..... „ HALL & HOLTZ.
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Hankow and River Ports. „ HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang. „ HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking..... „ HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING CO.
Hiogo, Osaka...THE C. & J. TRADING CO.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
„ .....Mr. C. D. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Singapore.....*Straits Times* Office.
London.....Mr. F. ALGAR, Clement's Lane.
„ ..... „ GEO. STREET, 30, Cornhill.
„ .....Messrs. BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co 37, Park Row

The Daily Press.

HONGKONG, MAY 26TH, 1874.

IN our issue of the 22nd instant, we reprinted from the third report of the Judicature Commission, a very interesting extract referring to the constitution of commercial tribunals. This subject, which is of great importance, has received very careful consideration at the hands of the Commissioners, who have taken pains to inform themselves as to the working of Tribunals de Commerce in a variety of countries. The practice with regard to them differs materially in the various countries, and the question on which the Commission had to decide was what particular form would be most suitable in England, the desirability of some such element in our judicial procedure as is secured by commercial tribunals on the Continent not being disputed.

The Commissioners do not altogether endorse any of the existing systems, but availing themselves of the information to be derived from their constitution and procedure, have arrived at certain principles, which they deem should be adhered to in forming the commercial tribunals for England. The decisions, they hold, should be guided by definite law and precedent, and the Court presided over by a qualified judge. Were the matters left in the hands of merchants, they fear that great confusion would arise from their having a tendency to decide each case upon a basis suitable to its special circumstances; so that all general principles for guiding commercial operations would become lost, and the rules of trade become hopelessly confused. They consider the best form of constitution of such courts would be that they should consist of a Judge aided by two skilled assessors; but they are strongly of opinion that the latter should not have any voice in the decision. The principle in fact would be similar to that adopted by the Judge in the Admiralty Courts where he has the responsibility of deciding, but is aided in doing so by the opinion of skilled assessors upon the facts requiring technical knowledge. The Commissioners, though opposed to the merchants having a voice in the decisions, are strongly in favour of their aid being called in in the manner above indicated. The presence of skilled assessors, it is urged, "would often prevent skilled witnesses from giving such professional evidence, as is often a scandal to the administration of justice." This is strong language, but it is not stronger than is justified by the facts. Those who have had occasion to watch judicial proceedings in any place will be able to recall many cases where the skilled witnesses have given most extraordinary evidence, and other cases in which skilled witnesses have been opposed to one another, so that it must be impossible for anyone but a person acquainted with the technicalities of the point at issue to form any opinion as to which of the two was in the right. There are two other objections to skilled witnesses when the Court is not assisted by a skilled assessor to check them. The first is that, though they may have sufficient qualifications to make an imposing show of knowledge upon a person not acquainted with the technicalities on which they give their testimony, they may, at the same time, not be very deeply versed in the matter. The second objection is that a skilled witness, when the judge is not assisted by a skilled assessor, very often becomes virtually judge of the case, his opinion being the sole guide for the Court. Very often we see for example captains of ships giving skilled evidence in reference to fine points with regard to collisions, upon the basis of their having been twenty years or so at sea; although it may happen that though their experience extends over a length of time it has not been at any period directed specially to the point at issue, and is consequently not better than that of a captain of one year's experience. In engineering matters similar anomalies often arise, and witnesses simply because they are engineers give skilled testimony upon scientific points which cannot be understood fully except by special attention and study having been directed to them. In the case of medical witnesses this happens quite as frequently. A few well directed questions from a skilled assessor would generally be sufficient to discover what amount of weight should be attached to the evidence of a given witness, and this source of error would be to a great extent guarded against. The second difficulty, namely, the danger of a skilled witness virtually becoming the judge of the case, would also be diminished in the same proportion. General conclusions embracing the whole point at issue would be given more sparingly by skilled witnesses in the presence of an assessor, who might ask them to explain fully the reasons which induced them to come to such conclusions, and the administration of justice in such cases would thus become much more secure than it is at present.

The Commissioners are, no doubt, well advised in recommending that the decision should be with the judge, and that the assessors should have nothing to do with it. If for no other reason, it would not be desirable that they should take part in the decision itself on account of the well known tendency of men skilled in special subjects to have certain crotchets of their own, and the likelihood of their being influenced by them. In advising the Judge upon special points, they would be subject to check by him, as he could ask for fuller explanations from them just as they could ask them from the skilled witnesses. The arrangement suggested thus seems to be very well adapted to the end in view. It would afford the best information and guidance which it is likely can be obtained in such cases; and it has the advantage of having already been tried in the Admiralty Courts, and found to work satisfactorily.

The recent wet weather appears to have been favourable for the growth of some kinds of flowers. Mr. Nowojee has forwarded us two specimens of magnolias from his garden, which exceed anything in the same way we have seen in Hongkong. One of the flowers is nearly three inches in diameter.

The following telegram (unpublished here) is taken from the *Times of India*:—

CALCUTTA, May 3rd.

The heat is extreme throughout Bengal. Rain has fallen very generally, but in insufficient quantities. Price of grain is tending upwards. In Mudhoobunnee, it is seven seers per rupee. There are small supplies at Dhurbunga and Leetamurhee. Thirty thousand tons of Rice were carried into Behar by rail in the week ending 18th April. Condition of the people is not worse. During the week, multitudes have been seeking Government aid. The result of Sir Richard Temple's tour in North Tirhoot is that he finds the situation North of the Ganges not at all worse than was anticipated. No reason to doubt the adequacy, preparations, or hope of escaping the full magnitude of the calamity.

As kerosine oil is extensively used in bedrooms by Europeans in China, the following paragraph from a home paper may be read with some interest and profit:—"A man named Pollard, and his wife have been found dead on the floor of their bed-room, in Ayrce-street, Bristol. A police-constable who entered the room by the window was almost overpowered by the fumes of paraffin, which were issuing from a paraffin lamp burning upon the table. It is conjectured that the deceased had left the lamp burning during the night, and, there being no ventilation, they were suffocated by the fumes of the lamp.—The verdict of the coroner's jury, was to the effect that the deceased died through inhaling poisonous gas engendered by a paraffin oil lamp that was left burning in the bed-room, which was small and close, the only outlet for air being through a diminutive fireplace, the opening to which was lower than the bed the unfortunate persons occupied. The medical evidence went to show that the combustion of the oil called paraffin produced hydrocarbon, in which flame will live, and life will not."

POLICE INTELLIGENCE.

25th May.

BEFORE THE HON. C. MAY.

SUSPICIOUS CHARACTER.

Sheram Singh P.C. 544, charged two Chinese named Tsang-kau-mui, and Tsang-a-kwai, with being suspicious characters having been found in a bungalow at Tsim-sha-wai, owned by Mr. Caldwell.

A Chinese witness in the case, on being declared, gave an off-handed twang at the end of each sentence which set the audience in laughter, namely, the long drawl of "go-lah" which throws in the meaning that what he says can be taken as true or not, as you like. However, as it turned out the bungalow belonged to Mr. Dennys, the case was remanded till the 26th (this day.)

SHOOTING AND WOUNDING.

Tsang-a-kwai, a coolie at Tsim-sha-wai, was charged by Inspector Burns with shooting and wounding one Chan-a-si at Tsim-sha-wan, with a double barrelled fowling piece.

The case was remanded in consequence of the wounded man being in hospital.

SUSPICION OF STEALING AN UMBRELLA.

The case in which Lok-a-sow, a Chinese servant at the Central Police station to the Europeans, was charged by P.C. MacKay, on suspicion of stealing his umbrella whilst he was on duty, came on again.

Mr. Wotton appeared for the defendant, and contended the defendant was innocent.

The complainant deposed to finding the umbrella in a pawn shop, the accountant of which identified the defendant as a man who stood outside whilst another man came in and asked the amount of $3 for it.

The pawn broker in question said that on his refusing to give $3, and only one tael, the man went outside and asked the defendant whether he would take that amount, and consenting, he gave it.

The witness being pressed by the attorney for the defendant wavered in his positiveness in the defendant being the man who stood outside the shop.

After further cross-examination, the defendant was called on to find security in $50, for one month.

WHOLESALE DEALER IN STINKING PORK.

Inspector King, summoned the master of store No. 25, Scott-lane for contrary to Ordinance 9, of 1858, having in his possession over a ton of stinking pork, repacking it, though unfit for human food.

A man named Ho-ying-tai appeared to represent the defendant, and Mr. Wotton appeared on behalf of the defendant, and submitted that to save time, he admitted the pork was unwholesome and unfit for human food. He contended that it was not intended to be sold for human food, as it was in such a putrid condition that no person would think of buying it. It was intended as manure.

Mr. May said he would take the evidence in the case, as he believed the pork was being repacked.

Mr. Wotton said that the salt was only to make it the more useful for manure. Meat when once putrid gets worse by salting it.

His Worship begged to differ in this, and preferred to call evidence.

Complainant said he received a written communication from Messrs. Freerks, Rodatz & Co., and in consequence of which he went to No. 25, Scott's-lane, and saw five barrels of pork. Six men were engaged in taking the pork out, washing it, and then repacking it into other barrels with salt. The master Tuk-lee was not there. He went for the Inspector of markets, and he sent for Tuk-lee. The defendant was not Tuk-lee.

The man Tuk-lee, who happened to be in court, was then asked how it was that he being the master did not appear as defendant, when he made answer that the man Ho-ying-tai, was the owner of the pork.

Mr. May told him that as he was the master of the shop, and was responsible he would have to stand as defendant, which he accordingly did.

Witness then resuming evidence said that besides the five barrels of pork, there was several baskets full, altogether over one ton, in fact the defendant admitted that there was twenty five piculs. The pork he found to be unfit for us.

To Mr. Wotton he said he was sure Europeans would not eat it, but what the Chinese would eat he did not know, but he should think no respectable Chinese would eat it when he could procure other food.

His Worship then fined the defendant $200, in default, six months' hard labour, and defendant was to pay all expenses in the removal of the pork and its destruction.

Mr. Wotton submitted that this was a very heavy fine, and said there was no attempt at concealment. The pork came down from Yokohama, and was going into the interior, what they should have done was to have sent it at once as it was to its destination. He did not consider, as his Worship did, this to be a severe case.

His Worship said it was a most deliberate attempt to impose on people very unwholesome food.

YOUNG THIEVES.

Eight boys were charged with being suspicious characters, the most of them having been in gaol before.

The second defendant was discharged with a caution, not being recognised, the fourth was sent to three days, the third and sixth to two months' hard labour, and the rest to one month's hard labour each.

BEFORE F. W. MITCHELL, ESQ.

THE DRUG CASE.

The case in which Ho-a-moo, was charged with the alleged drugging of one Lo-a-yuk on the 16th instant, came on again.

Mr. Holmes appeared for the defendant.

Dr. Wharry, sworn, stated he was Superintendent of the Government Civil Hospital. The complainant was brought to the hospital on the night of the 18th instant. She was in an excited condition, and not in her right mind. He ordered her a purgative draught which she took, and as she was somewhat violent and noisy, and as there was a severe case of fever in the women's ward, he sent complainant to the Lock Hospital. He had not seen her since then to the present time in Court. He should think her condition was the result of drinking samshu.

Mr. Holmes said that he would submit that on the evidence of the second witness, and that of Dr. Wharry, the defendant be dismissed.

His Worship begged to differ.

In answer to Mr. Holmes, Dr. Wharry said that had the complainant taken a stupifying drug she would have been insensible and not excitable.

Mr. Holmes submitted that though there was evidence that tea had been given, there was none that a drug had been administered. There was the evidence of the keeper of the house who said that complainant was in the habit of drinking samshu to excess at least twice a week. There was no corroborative evidence even that tea was administered.

His Worship said there was the state of the complainant.

Mr. Holmes said that Dr. Wharry's evidence shewed that that state was brought about by samshu, and he would submit that the case be dismissed.

His Worship said he did not feel justified in dismissing the case at this stage.

Mr. Holmes said that he would, by the consent of his Worship, recall the complainant.

The complainant, recalled, said that she did not eat or drink anything before going to the defendant's house at 12.30 p.m., and on arriving there she drank one cup of tea only, and remained there about half an hour, when she went away all right to the house; she did not feel ill during that time, she did not call at any friends, she was told to go back to the house. She never drank shamshu in her life.

Mr. Holmes suggested that his Worship take particular notice of this, as her own witness contradicted her.

Complainant said that when the tea was handed to her by the defendant, she was told to drink and return to the house. She left peaceably. She is still an inmate of the house. She wished to get away from it.

Inspector Lee, recalled, said that he had seen one or two cases of excess of samsu in Chinese; in some they were quiet, in others noisy. It was near 11 p.m. when he was called to the house to see the complainant.

Mr. Holmes said that against the complainant's statement that she only remained half an hour in the defendant's house, there was the unaccountable time between 12.30 and 11 p.m. before the complainant became in this excitable state.

The mistress of the house, recalled, said she was positive the complainant drank samshu about twice a month, and in answer to the complainant repeated it, saying she did so on the 2nd and 16th of every month.

To the Court she said she could produce evidence to that effect. The complainant was all right at 5 o'clock when she went out, but she did not know whether complainant went out previous to that during the day as she was out herself.

The witness procured evidence to shew that the complainant was in the habit of drinking samshu, and the complainant after a severe lecture, was fined $25 for giving false evidence. The defendant was ordered to find security in one householder, $10, for one month.

THEFTS.

A Chinaman was sent to six weeks' hard labour for stealing some flower baskets, and another was sent to six weeks' hard labour for stealing an umbrella.

THE FOOCHOW PILOTS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I saw in a recent issue of your paper some remarks respecting the Foochow Pilot question. You are under a misapprehension in supposing that the regulations are made by the Custom house, and that the community are compelled to comply. They are made by the Treaty Consuls and the Chamber of Commerce in concert, so that so far from being obnoxious to us they are actually our own regulations. The Customs and the Harbour Master merely carry them out. I can quite understand anyone *prima facie* thinking Rule 8, or whatever it is, a hardship; but we have well considered the matter in repeated meetings of Consuls, Chambers of Commerce, and agents of Insurance Offices, and we are all one in thinking it indispensible. Having taken a part in those meetings, I speak from a thorough knowledge of the subject.

The facts of the case are simply these. We found that the European Pilots in bad weather loafed in shore, and the unfortunate shipping outside was left to its fate. In one year, to the best of my recollection, no less than between 35 and 40 vessels were brought in by unlicensed pilots and fishermen. It was seen that this would never do. A rule was, therefore, made by which Chinamen, who passed the same examination as Europeans, before a European board, were admitted as licensed pilots, and took their turn in rotation. It was further enacted that any pilot—be he European or Chinese—who brought in a vessel, should have the right to take her out again. The object of this was clear. It was to make the pilots more attentive to their calling in rendering assistance to vessels outside, which is the most important and arduous of their duties. It is a very easy berth for a pilot to stop loafing in port in bad weather, and let unlicensed Chinese do the work, and then by his superior influence with the shipmasters to take their vessels to sea. This was what they were virtually doing, and it was necessary to stop it.

You will understand from what I say that the regulation is our own, and considered necessary for the protection of the trade of the port. The objectors to it are simply the pilots themselves, and the ships' Captains who, not unnaturally, would rather have a European than a Chinese pilot. We, however, are obliged to go upon general grounds, and not upon the mere predilections of Captains. It is evident from the remarks which appear in the *Foochow Herald* that the writer is only acquainted with one side of the question, hence the discussions which keep arising. Of course, in other quarters also, there are all sorts of misstatements constantly made on this subject, which are apt to mislead those who are not up in the real facts of the case.

Your truly,

X X.

The last instance of originality in a marriage announcement is the following:—"No cards, no cakes, no fuss."

HOME AND CHINA AFFAIRS.

(From our London Correspondent.)

LONDON, 17th April, 1874.

The Budget and the reception of Livingstone's body have been the leading topics of the week.

THE BUDGET.

Sir Stafford Northcote introduced his budget last night. On the scale of taxation which prevailed last year, he estimates the revenue at 78 millions, and pitching the expenditure at 72 millions, he shows a surplus of 6 millions. He proposed the reduction of 1d. on the income tax, and the entire abolition of the sugar duties. These dispose of 3½ millions; he keeps half a million as a margin, he expends the like sum towards the extinction of the national debt, and by appropriations to legal taxation with the abolition of the horse duty, he remits the balance. It is rather a sanguine budget I fear—that is to say, it includes, assuming increased accumulating balances, and such like windfalls, which Mr. Gladstone always kept as a dark margin to pay off the national debt with.

LIVINGSTONE'S REMAINS.

Livingstone's body was shipped from Egypt by a P. & O. steamer called the *Malwa*, which was several days overdue, owing to bad weather. On the vessel's arrival at Southampton, the remains were received in great state by the Municipal Authorities, and were followed to the railway station by a large procession. Thence they were conveyed by a special train to London, where they were deposited in the rooms of the Geographical Society. There they were examined by Sir William Fergusson in the presence of several other medical men, and of some relatives and friends of the deceased. The body was totally unrecognisable, but was fully identified, more especially by a fracture of the left arm caused by the bite of a lion some thirty years ago, which had been badly set. It will be interred to-morrow in Westminster Abbey. The funeral will be an imposing ceremony, the expense being borne by Government.

Your readers will be interested at learning that when Livingstone abandoned the shuttle about forty years ago, and qualified himself for a missionary, he intended to make China the field of his labors. The first China war defeated this intention, and hence he changed the scene of his enterprise. It really amuses me to fancy such a man being scolded, chided, reported upon and remonstrated with by such a first-chop linguist as Mr. Wade, who about the same time that Livingstone left the loom took to the study of the Chinese language as lieutenant of an infantry regiment. I make no doubt that Livingstone was a far better weaver than Mr. Wade would have ever made a soldier, but the world may be congratulated on escaping the irony of fate which would have placed the great traveller at the mercy of the pedantic sinologue.

SIR GARNET WOLSELEY.

The Queen sent a message to both Houses of Parliament, suggesting that the sum of £25,000 might be conferred to Sir Garnet Wolsley as a national gift, which suggestion was adopted *nem. con.* King Koffee, as I told you in my last, has signed the treaty. It does not appear what Government mean to do with respect to the Colony of Cape Coast Castle. There is a strong feeling that it should be abandoned, and it is clear, its insalubrity is so great, that its retention can only be effected by assigning its protection to negro troops. The point is, how are these to be maintained? certainly not out of the imperial exchequer! The Colony is so abominably poor that I cannot see how it can maintain them.

THE FIJI ISLANDS.

Regarding the Fiji islands, the government, upon being interrogated on the subject a few nights ago, stated that they had not received information on the subject. The trouble there will be regarding the tenure of land. It is now worth say nothing, or say a little more than land in the moon. Should the islands be annexed by Great Britian, their area will be worth say five millions sterling. Who is to derive that profit? Again, the natives must not be choused out of their land as was the case in New Zealand, where a costly war was the result, consequently all the land should be vested in the British Government. Then comes the question of compensation to the natives, which means money to be paid by the British Government, say a hundred thousand pounds or so. How is that money to be raised? If there could be sufficient revenue derived from the crown rents of land, and from municipal taxes to meet the expenditure, and trade were declared free, there cannot be a doubt that the colony of Fiji would soon be a very prosperous place. But great as we are at colonizing, all these points are subjects which we have no means to arrange or provide for. Look at Hongkong, to wit. Just for the sake of that miserable military subsidy, the progress of the place is hampered with the opium farm and the stamp duty, although it has always been laid down, and is very fully understood, that free trade forms its very life's blood.

PERUVIAN LOAN.

The Peruvian Government are at present working the ropes in Lombard-street, for the purpose of obtaining a loan on their guano deposits. They estimated that in certain stated places there are eight million tons of guano. In 1853, they estimated the guano in certain deposits at twenty-five million tons, and the result was seven millions and a quarter. I mention the point because of its bearing on the coolie traffic. Should man stealing be stopped both in China and on the Pacific, the Peruvian Government will be hard pressed for labor to work these guano deposits. The poor Chinamen in their hands will have but a short life of it. I have always thought, and I still think, that our interest in guano made us shut our eyes to the Peruvian man-stealing traffic longer than we should have done. We required the article for manure, and the Peruvians owed us a good deal of money. The institution of sewage and the improved facilities of transit now render us less dependent on guano, and the horrors of the coolie traffic being now well-known, I feel sure that it will not be again permitted.

THE AGRICULTURAL LABOUR QUESTION.

The agricultural labour question is assuming serious proportions. There is no doubt that the manner in which our agricultural labourer has been kept in a state of ignorance and servility is most disgraceful. On him the vested rights of land have pressed with peculiar severity. His employers were (and indeed are) his legislators, his teachers, his judges, and in fact the arbiters of his fate. His poverty denuded him of the power of locomotion, and his ignorance prevented him from knowing how to improve his lot. By no possibility could the increased demand for labour reach him, for all means of communication between him and the outer world had to pass through the hands of his enslavers. Now it must be understood that the farmers, squires, land owners, and country gentlemen generally are very estimable people, especially the female portion of them, and can hardly find in their hearts sufficient malevolence to eject an old peasant or his widow from "a holding," say of a but and half an acre. So the best plan was to withhold holding altogether, and this is just what they did. But it must be remembered that these people, estimable as they no doubt are, particularly at soup kitchens, bazaars, Sunday schools, and other innocent philanthropic delusions, form the identical class which opposed the abolition of the corn laws to the death, that is to say, who imposed dear bread on the poor that they themselves might enjoy life spiced with tea squalls, parochial visitations, the distribution of tracts, and the use of blue stockings.

At all events, it came to pass that an agricultural labourer arose named Joseph Arch, who possessed the gift of the gab and a good stock of intelligence. He was embraced by the Trades Union stamp, and managed to establish some sort of discipline amongst the class to which he belongs. He saw at once that his plan of salvation rested on emigration. Accordingly he determined on visiting the various British colonies for the purpose of arranging for the supply of labour, satisfying himself that the emigrant should be well cared for until he should obtain employment. Last year he visited Canada, the Government and the farmers received him with open arms. The Dominion wanted labour, the Government granted facilities, the land owners formed associations, the Trades Unions in England organised strikes, and the result is a war between the farmer and the labourer which results in a steady emigration of the bone, marrow and sinew of the country.

NEW ZEALAND AND MR. ARCH.

The New Zealand Government have invited Mr. Arch to visit their Colony, but he cannot spare the time. The farmers, John Bull like, will take no advice and will fight the battle to the bitter end, just as George the Third did with the American Colonies. The labourers are first excited to resistance—then an irreconcilable quarrel occurs between them and the farmer. The labourers are supported by the Union until introduced to an emigration agency by Mr. Arch, then off he goes to Canada or New Zealand at the cost of his new employers. Mr. Arch is a dogged Englishman, and takes such care there shall be no deception that his name is a tower of strength. Some of the best men in England are supporting him, notably the Bishop of Manchester and Canon Girdlestone. The poor farmer and the laws against poaching are left in the cold. I should tell you that one strike was caused by the men asking an advance of one shilling a week, their wages being only 13s—a ridiculous rate.

FRANCE.

Affairs in France proceed very unsatisfactorily indeed, at least I fancy so. The Republicans laugh at the Duc de Broglie's disenfranchisement bill, being convinced that no measure of that kind can alter the verdict of the country, but as the scheme for the construction of the second Chamber is a simple act of usurpation it cannot be carried without an explosion. It elects Ultramontanes and Monarchists, and rejects the republican elements. Not only has it a veto, but in a dissolution it is supreme. The Government see their danger, and have declared Mac-Mahon's term to be inviolate against all factions. But still the Marshal can resign when convenient, and there the danger lies. The country is wearied to death of cabals and intrigues; it has a wholesome dread of revolution, and it would welcome with rapture a respite of seven years from the fatal discussions which have paralysed industry since the last war. Let rabid Conservatives rail as they may, there is no people in the world so patient as the French. Among no other race would a nation of thirty millions submit to be ruled by a Government holding office in open, unconcealed hostility to the people—above all, to live peacably under a state of siege kept up for three years after the conclusion of peace. The privileged classes, true to the lessons which no suffering has taught them to unlearn, are clinging tenaciously to the power which they look upon as their birthright, and are straining every nerve to repress the popular movement which thrice within eighty years has swept them into misery and exile. Will no one of their order step out from their ranks, and prove to them that timely concession is the best safeguard of their privileges?

A remarkable letter of M. Olivier has appeared in the *Liberte* on the subject of the Septennat. In the course of it the last Prime Minister of the Empire writes:—

"The people will soon find out that this measure of transition is insufficient; it will soon be the general conviction that a plébiscite is the only real way of asserting the will of the nation. How will this evolution be operated? How? If it were known, those whose interest it is to prevent such a consummation would do so. When it shall have taken place, the future of our country will be again assured. The former white or tricoloured Monarchists will be reduced to their insignificant minority, and emulation will be confined to the two forms of Government, Republic and Empire. If the Republic prevails, the Imperialists will accept the sovereign decision without public or secret reserve. If the Empire obtains the advantage, the Republicans will be able to adhere without humiliation to a Government which will not have been the result of violence or surprise, and the Imperialists will give them a place by their side in the direction of the State. In either hypothesis there must be no proscription, a cordial oblivion of the past; only one law of public safety—the refusal to countenance the attack, repudiation, or even discussion of the national verdict, such an offence being punished with the severest penalty—say perpetual exile: then we shall become once more the great nation we were before."

M. Clement Duvernois, a Minister under the Empire, was taken in charge at the office of the Territorial Bank of Spain, of which he has been for some time the manager. For several days past rumours have prevailed at the Bourse to the effect that a warrant of arrest had been issued against M. Duvernois. It would seem that this well-known statesman, journalist, and financier has been unfortunate enough to lose his credit, and that various people who had entrusted their money to him have felt sufficiently dissatisfied with the result to bring the matter before the judicial authorities. The consequence was that at an early hour in the morning the bank was surrounded by a *cordon* of sergents-de-ville. M. Lambquin, chief inspector of police, accompanied by ten men, penetrated into the office, and signified to M. Duvernois he was their prisoner. The latter manifested great surprise, and called for a glass of water. After he and his brother, M. Alexandre Duvernois, had been taken off in a private carriage sent on purpose from the Prefecture de Police, searches were made in every part of the house. Seals were placed on all the money and papers. It is difficult at present to account for this unprecedented display of gendarmes, otherwise than by supposing M. Duvernois to have been implicated in some political conspiracy. The presence of M. Lombard, whose special duty it is to arrest political offenders gives a look of probability to the rumour. M. Lombard remained on the premises the greater part of the day, and assisted M. Lambquin in searching the house. According to the latest reports, M. Duvernois had just returned from Italy, where he had obtained the loan of a large sum of money wherewith he hoped to restore his damaged credit. One account stated that M. Duvernois returned from Italy, knowing that an order for his arrest had been issued, and that he at once told the authorities where he might be found at any time if he was wanted.

A very wise measure has just been taken with respect to Colonel Stoffel, who was accused, in the course of the Bazaine trial, by the Public Prosecutor, of having suppressed despatches addressed to Marshal MacMahon from Metz. The officer who had been commissioned to inquire into the case has advised the Government not to press the charge. Colonel Stoffel will, therefore, not be tried by Court-martial, as was generally expected.

The official journals assert that the Government had the earliest information of Rochefort's escape, but that as the telegraphic despatch was sent without signature, as coming from "the Consul," it was thought to be a hoax. Admiral Ribourt has been appointed to conduct an inquiry into the causes of the escape, and he is to leave Brindisi for Sydney on the 20th of this month.

GERMANY.

In Germany matters improve a little. The Government have accepted a compromise on the military bill by taking a vote for seven years, stating that at the end of that period they feel assured the vote will be made permanent. It appears that had the Government persisted they would have carried their original measure. Bismarck is better, but still very ill. He would certainly have resigned had the measure been thrown out. The Archbishop of Cologne has been arrested, and all his revenues sequestrated.

ITALY.

Strong efforts have been made to reconcile the Pope to Victor Emmanuel. The chief point is this. The Pope has the power to make all the ecclesiastical appointments, but the King holds the stipends. These the Pope claims absolutely, and the King is very much disposed to yield them. But then the Minister of Victor Emmanuel asks, how about marriages? Sacramento says the Pope! Burials? says the Minister. Excommunication says Pio Nono, to say nothing of purgatory. Education? says the Minister—*non possumus* says his Holiness. Victor Emmanuel's allowance to the Pope is £35,000 per annum, but the Pope will not touch it although the King entreats him to take it. Pio is rich in Peter's pence, and has the first palace in the world, so he manages to thrive on his martyrdom.

THE SUEZ CANAL.

M. Lesseps has refused to carry out the decision of the Sultan with respect to the tolls of the Suez Canal. He wrote to the Khedive saying he would dismiss the pilots, put out the lights, lay up the tugs, and then in fact, close the canal. The Khedive begged him not to carry out the threat, or he should work the canal himself. The French Government have telegraphed to M. Lesseps recommending him to submit. I suppose he will, but it is too bad to have such a stake dependent on the temper of such a man.

THE CLAIMANT'S FAMILY.

Last evening, St. James's Hall was more than half filled by an audience, paying for admission, coming in response to advertisements and posters inviting them to express sympathy with the Claimant, and raise funds for his wife and family. Mr. Skipworth was announced to occupy the chair, with Mr. Whalley, M.P., and Mr. Guildford Onslow to support him. The first-named gentleman appeared, accompanied by the wife and four children; but no one else, except the secretary of the Claimant, Mr. Harding, and young Bogle. Mr. Guildford Onslow's absence was accounted for by a letter announcing that he was too ill to leave his house; but for Mr. Whalley, the only explanation vouchsafed was that he thought he could be more useful in the House of Commons than at St. James's Hall. Most of the evening's work, therefore, evolved on the chairman. In the course of the proceedings, a person calling himself the Rev. Wm. Buckingham, recounted his adventures with Arthur Orton in 1851, and, ending in the emphatic declaration that the imprisoned Claimant and Arthur Orton were two totally distinct persons. There was considerable confusion at times.

LUIE AND BROWN.

The trials of Luie and Brown resulted in the conviction of both. Luie was sentenced to seven years' penal servitude, and Brown to five. That makes five judges, and four juries who have expressed an unqualified opinion on the case. A motion for a new trial was made before a judge in chambers and refused. To my view the claim is absurd. That Roger left Rio in the *Bella*, and that the *Bella* was lost is fully admitted. The Claimant says the crew of the *Bella* took refuge in the launch and the whale boat, which kept company for three days and then parted—that he, being in the whale boat, was picked up by the *Osprey* and taken to Melbourne. He cannot produce a trace of a record of the departure, arrival, or existence of the *Osprey*. The alleged crew of that vessel, and the men received in the *Bella's* whale boat, numbered over thirty. These with their kith and kin must have exceeded two hundred, and yet not a trace of one can be found. Then how if the launch and whale boat were in company for three days, could the former have been seen bottom up floating in company with water casks, a chest of drawers, and other wreckage? This is only one out of twenty blots, but *ab initio* it is conclusive.

CEYLON TEA.

Tea-cultivation is rapidly increasing in Ceylon. In his report for this year, the Director of the Royal Botanical Gardens at Peradeniya says:—

The cultivation of the Assam hybrid variety is getting rapidly into favour, and but for the comparatively small number of plants and seeds procurable in the island, added to the difficulty of obtaining from India really good seeds for germinating, tea-cultivation would advance more expeditiously here. There cannot be the least doubt, however, that these difficulties will not long operate as a check, the climate of the island being so admirably adapted for tea-growing. The Assam hybrid variety grows equally well at Peradeniya and at Hakgala, and our plantations in both places are being considerably added to, in order that we may be prepared by-and-by to issue fresh seeds in large quantities. Of the ordinary Bohea tea of China, good supplies, at a very moderate charge, are obtainable from both our gardens. I would strongly recommend trials being made of this hardy plant on abandoned coffee-estates, rather than that weeds should be allowed to take possession of the land. There can hardly be a doubt that the expense of such a step would be more than repaid, if tea is one day to become, as it most probably will, one of the most important staple products of the island.

FINING OF A SHIP BY THE CUSTOMS.

(To the Editor of the "Shipping and Mercantile Gazette.")

SIR,—Herewith we forward copy of a letter addressed by us to the Commissioners of Customs in reference to a fine they have inflicted on the Owners of the *Lothair*. In addition to heavily fining the man, his cigars and tobacco were forfeited in consequence of having those articles in his chest with the intention of smuggling. We think it is not at all right to make the Owners pay a fine; and as we cannot get any redress from the Customs, we draw your attention to the subject, as we think it is quite time Shipowners should not be called to pay for what they have no control over.

Yours, &c.,

KILLICK, MARTIN, & Co.

London, April 15th, 1874.

"To the Hon. the Commissioners of H.M. Custom-house.

"Hon. Sirs,—We have to call your attention to the case of the ship *Lothair*, upon which you have inflicted a fine of £3 in consequence of one of the Crew having had some cigars and tobacco in his chest which he attempted to smuggle out of dock. The man was taken up and heavily fined in addition to forfeiting the articles. As the Captain cannot be expected to examine or to know all that the Crew have in their chests, we do not think that it is right for the Owners to be made to pay for that which they cannot prevent, more particularly as you took the man and punished him. He having left the ship we have no hold upon him. We trust therefore, you will reconsider your decision and release the ship from any fine.—Awaiting your favourable reply, we are, Hon. Sirs, your obedient Servants,

"KILLICK, MARTIN, & Co.,

"Managing Owners of the *Lothair*."

UNDERWRITING.

Many grave faults undoubtedly exist in the present system of marine insurance. Undue competition between underwriters renders it possible for unscrupulous men to effect insurance on vessels known to be unseaworthy. Although none but just claims ought to be recoverable, it is a recognised fact that the underwriters often pay unjust demands sooner than incur odium among shipowners by refusal. To cover the exceptional risk attending this class of business, premia have to be raised all round, so that reputable insurers suffer for the benefit of the disreputable. The present system of reckless rivalry also affords unscrupulous brokers the opportunity of playing off one underwriter against another. London underwriters are sometimes induced to settle claims they suspect to be unjust by representations that these have been settled at Liverpool, Glasgow, or other seaport. With a view to remedy these evils Mr. W. M. Fenning proposes the establishment of an office at Lloyd's to afford underwriters facilities of intercommunication and joint action in all cases attended by suspicion. The executive of this central bureau would be composed of a secretary, to act as examiner of claims, and a consulting committee to represent Lloyd's and the great insurance companies. By keeping a record of all claims either made or passed, this establishment would enable underwriters to trace the histories of ships and owners through a long course of years, while giving them important information on subjects connected with their profession. No doubt there are some objections to the plan proposed by Mr. Fenning. But these defects being small in comparison with accompanying advantages, some means might no doubt be adopted for their removal. The present pernicious system needing wholesale reform, we welcome the scheme sketched out by Mr. Fenning as a step in the right direction.—*Globe.*

NOBLE BUT MONOTONOUS.

The first number of a new weekly periodical, entitled the *Englishman*, and edited by Dr. Kenealy, Q.C., appeared recently. Its prospectus announces that it "will devote its columns to Politics, to Religion, and to Law, and will also contain a summary of general news, excluding everything of a nature likely to lower or corrupt the dignity of the mind." Unfortunately, the first number is entirely occupied with articles, original and extracted from other papers, in eulogy of Dr. Kenealy, and of his conduct of the Tichborne case; and a sort of postscript to the prospectus admits very candidly that "our first number is not so various in its contents as it ought to be," adding, however, that "we believe it contains sufficient matter to satisfy the public mind on one or two topics which are interesting at this moment." From it we gather that Dr. Kenealy's exertions in behalf of Arthur Orton are to be rewarded by a "Kenealy testimonial." The sum of £30,000 is to be raised, and to be placed in "the Government investment funds of this country," and the income of £1,000 per annum is to be paid to Dr. Kenealy quarterly, partly to assure to that learned gentleman a comfortable independence, and partly to "show to Alexander Cockburn, Chief Justice of England, that the people of this country are neither fools nor fanatics, and will not, at any sacrifice, surrender their rights and liberties won for them by their forefathers." The fund is evidently likely to be a success. "A Lover of Virtue" has subscribed 4s.; "Wooden

OCEAN RACING.

Complaints of the practice of ocean racing are growing common. There has been a great increase in casualties at sea lately, and the marine insurance companies have been suffering accordingly. Dividends have been reduced or suspended, and shareholders have been sent empty away from general meetings. Hence an agitation which is steadily gaining in strength, and which is likely, in any case, to call attention to accidents originating in carelessness or criminal folly. We are informed by interested observers with good means of information that there always has been a fashion in ocean racing; and that rivalry takes possession now of one set of companies and shipmasters and now of another. Some years ago the favourite course was from China to England. When the great event of the season came off, a dozen or fifteen clippers got well away in a cluster from one of the tea ports, and "cracked on" by day and night until they came to their moorings in the Thames or the Mersey. The prize they ran for was a tangible one; there was profit as well as glory in delivering the first of the season's teas, and the glory was very great. Yachtsmen or boating men can appreciate the feelings of the captain in command of a magnificent vessel who was running a neck-and-neck race with so many crack competitors over so many thousand miles and through a manifold variety of agitating contingencies. Away at sea, between shore and shore, doubt as to the issue aggravated professional and personal rivalry; and the excitement growing greater as he drew nearer the goal, it was less and less likely that he should slack speed for anything. It was lucky that for the greater part of the way these China traders had plenty of sea room; and under the clear skies of southern latitudes there was little chance of collision. It was dangerous work, no doubt, in the foggy and crowded channels off the English coast—more dangerous for the small coasting fry that swarm there than for the seagoing leviathans themselves; but after all that last bit of the course was quickly covered, and, in consequence, accidents were comparatively few.

A good deal was said against this racing, and a letter in the *Times* informed us lately that the clippers in the China trade have settled down into steadier habits, but that racing is going forward more actively than ever in far more dangerous waters. The Indian and Chinese steamers trading by way of the Suez Canal have taken to the practice. Melancholy facts seem to bear out Mr. Maitland's statements. He tells us he knows the Calcutta trade well, and reminds us that three valuable steamers in it have been lost in the course of the last two months. Seemingly there can be no doubt that one of them, the *Arcturus*, was wrecked in racing. She went ashore on the coast of Ceylon. It is said that she was close astern of another—the *Bengal*—tried to run inside her "just as the Oxford and Cambridge boats might do," fell foul of a reef, and became a total wreck, at a sacrifice of some £200,000. Then the *Woosung* came to grief in the Red Sea, and the *Queen Elizabeth* near Gibraltar. In spite of currents, it is a fair remark of Mr. Maitland's that the navigation of the Straits of Gibraltar should be as well known to mariners as that of the English Channel. He observes, too, that many of the captains on the Red Sea service have never had charge of a steamer before, and know nothing of the navigation. If it be so, it is one of the strongest bits of evidence we have heard as to the culpable recklessness that is generated by unlimited facilities of insurance. But, even if these racing captains had as much experience as dash, the dangers of the practice would still be sufficiently obvious, if we consider the character of the course from start to finish. Many of the steamers touch at Ceylon, as the *Arcturus* did, and the coasts of Ceylon are encumbered with reefs, off which the currents run like mill-races. Very recently one of the vessels of the admirably conducted Peninsular and Oriental Company was carried ashore in the quietest of weather, under circumstances of mystery that the inquiry scarcely cleared up. Another of their ships was wrecked some time ago in the Red Sea, and every one must be familiar, by report at least, with the dangers of that very ugly stretch of water. There is very little elbow room, and it is very indifferently lighted. The inhospitable shores are exceedingly dangerous; but ships are unlikely to be driven on them, thanks to the labyrinth of sunken reefs that are mapped but vaguely on the best of our charts. In the Red Sea, too, the set of the currents is most eccentric, and they run in places with unsuspected force. Moreover, neither officers nor crew are in the full vigour of their faculties in the Red Sea. In the hottest of the hot weather the atmosphere is so oppressive and enervating that passenger steamers occasionally put about in order to steam in the face of what air is stirring. And the crew is usually a scratch one, made up of Lascars and inferior hands only too ready to shirk their duties and indulge their languor. It is not in human nature that the few English officers can keep their powers on the stretch in the long hours of darkness when the closest attention is matter of life and death. Vigilance is relaxed while the space is kept up, and even if the vessel does not diverge from its course it is doing its utmost to court a collision. Once accept the system of racing, and the survivors of any accident that is seemingly most gratuitous might plead a variety of extenuating circumstances with very considerable show of reason. For the best of reasons, there can be no racing through the Suez Canal. But once clear of Suez or Port Said, the ships are away again with all the more élan for the enforced delays of their tedious passage. And in a northwest wind and dirty weather, with the rush of the tides and the strong undertow, the Gut of Gibraltar is sufficiently awkward if you go at it needlessly in place of taking it with prudent deliberation.

The men trading on the Suez route may be the most flagrant offenders, as they court wantonly the most obvious peril. But they are very far from being the only sinners, and at least there is this to be said in their favour, that they are entrusted with cargo, rather than passengers' lives. The loss of property is the concern of the insurance companies, and the crew may be presumed, for the purposes of argument, to ship in full knowledge of the hazardous condition of the service. With the Atlantic liners it is otherwise. They lay themselves out to attract cabin passengers, and ship enormous numbers of emigrants forward. Time is everything where the competition is so keen. Each day they can save on a voyage represents a considerable addition to their profits; nor do we forget that the passengers themselves give the preference to the vessels that will bring them soonest to their destination. We are aware, too, that most of the great companies give their servants the strictest orders against racing, and that there is seldom such a scandal nowadays as a couple of steamers of high repute making a simultaneous start from New York to race each other over to Liverpool. Yet matches against time are as prevalent as ever. A company would lose credit and customers alike if its steamers got the reputation of being slow. A captain knows very well that he must consider his own character as well as the safety of his passengers, and we can hardly blame him if he attaches paramount importance to the former. It may be all very well once in a way to slacken speed in a fog when the barometer indicates icebergs; but if such delays were to occur habitually he might as well give up his berth at once. So it happens that we have strings of powerful steamers tearing along a crowded highway, in the foggiest latitudes that are much frequented by shipping. The fog-bells may be kept going and the fog-whistles go on screaming, but accidents will happen. It is not easy for men in a mist to take the bearings of an approaching steamer by fitful sounds, or to get themselves out of the way of the monster when they are startled by the close vicinity of a triad of signal-lamps flaming out of the darkness. There is the slightest of bumps under the steamer's bows, and all is over. The engines may be stopped with the utmost promptitude and a boat lowered, but by the time the crew has pulled back to the scene of the disaster they are scarcely likely to find what they went in search of. Occasionally, of course, when the steamer drives into something of its own size and weight, those on board of her realize the fact with a vengeance, and then we hear of a catastrophe like that of the *Ville du Havre*.

As for the dangers of the Atlantic, it is not easy to say what can be done to diminish them beyond dealing severely with survivors in cases where they can be proved to have been culpably reckless. For the public will insist upon pace, and would no more consent to doing away with fast steamers than they would spare express trains. The great companies are probably sufficiently careful to make it pay them to insure their own ships. Consequently, it is impracticable for underwriters to put any pecuniary pressure on them, and this in itself goes far to prove that they should be absolved from moral reponsibility for accidents. But with those racing boats on the Suez line it is different, and to their proceedings a suggestion made in the *Times* might possibly be applied with advantage. The suggestion is that the leading marine insurance companies should arrange their charges on a common understanding, as is now done by the fire offices, and fix minimum rates for certain risks, instead of running each other down in a ruinous competition. The raised scale of charges would go far to protect their property and the lives of seamen by binding offenders over to common carefulness under penalties they would be slow to incur.—*Pall Mall Gazette.*

PISTOLS IN PARLIAMENT—SENSATIONAL SCENE.

A lively scene has occurred in the House of Representatives of South Carolina. A bill was under discussion, when Mr. Dannerly, a coloured member, rose to speak, but conducted himself in such an eccentric manner that the sergeant-at-arms attempted to remove him. Dannerly resisted, and, drawing a pistol loaded with slugs, put the sergeant-at-arms and half-a-dozen deputies to flight. Several members then made a rush at him, but his colleague, Mr. Riley, a coloured member from Orangeburg, rallied to his support, and, grabbing him by the collar with one hand, kept the crowd at bay with the other. Pistols were drawn, and desks, chairs, and inkstands overturned in the *melée* which ensued. The speaker rapped his gavel industriously, and called upon the sergeant-at-arms to do his duty, but that functionary was powerless to do anything. Dannerly and his colleague in the meantime kept up an incessant fire of oaths and horrible language, and still held their position. A resolution was then introduced providing for the expulsion of both members from Orangeburg. After discussion the resolution to expel Riley was passed, and the sergeant-at-arms was sent after the chief offender, Dannerly. A new difficulty then arose. Dannerly, it was stated, was too intoxicated to appear before the house. He was nevertheless brought up—his condition being described as "decidedly limp"—and his speech to the house rambling and unintelligible. He then withdrew, and the resolution to expel him was passed by a vote of 79 yeas to 18 nays.

INVALID TRANSFERS OF SHARES.

Lord Romilly, in the European arbitration, has just been deciding a number of cases in which his judgment will go a great way to prevent transfers of shares on the eve of the insolvency of a joint stock company with the mere object of getting rid of liability. In almost all these cases which have been reported since our last issue—Heywood's, Dickinson's, Legg's, Denisthorpe's, Hodge's, and Hughes's—there was a great similarity in the facts. The transfers generally bore that the shares were to pass for a nominal consideration paid by the transferee; but, in reality, the transferor had paid to get quit of the shares, although the actual transferee might not have received the entire sum. In Dickinson's case the facts were somewhat different, but it appeared in general from the other cases, though the actual transferors did not always know the facts, that a kind of agency had been established for managing such transactions during the last months of the European Society's existence. The result would have been that if the transfers had been held good the former partners of the society would have been largely replaced by men of straw who could not pay the calls. This was the very danger which we pointed out at the time when the European liquidation was being strenuously resisted by its office-bearers was likely to arise from the extremely technical view taken by the Courts as to what insolvency meant in the case of an assurance society. Such a company, long after it had become in a hopeless condition, when it had become impossible for it ever to meet all its postponed and contingent engagements, might be able to meet all current claims, and yet because the Courts would not venture to pronounce it insolvent in such circumstances, the creditors were exposed to the formidable risk of having their assets seriously diminished. The interval between real and declared insolvency might be made use of by shareholders who knew the hopeless condition of the concern to transfer their shares so as to escape all farther liability, and any reliance which the creditors might place on unpaid calls might be disappointed. Fortunately, Lord Romilly's decisions interpose difficulties in the way of such transfers. He has decided emphatically that where money is paid by a transferor to get quit of shares, the directors ought to be informed of the circumstance, and of all other material facts necessary to enable them to judge of the character of the transaction, and ought not to register a transfer to an irresponsible person who was not likely to be good for calls on the shares. Where the directors neglected this duty, the Courts, it has been decided in substance, will re-open the transactions and replace the transferors in such circumstances on the list of contributories. By these decisions the danger which we pointed out will be mitigated, though the difficulty of litigation before the creditors can protect themselves against such transfers remains serious. The cases have also a more general interest. The decisions practically make any transfer to get rid of an uncalled liability impossible, the Courts holding that no one can be introduced as partner into a limited liability company who is not presumably in a solvent condition, and that any knowledge or suspicion on the part of a transferor of a transferee's insolvency is fatal to the transfer. Of course, a transfer made in the open market, and where the transferor does not pay money, even though the transferee should afterwards turn out to be insolvent, would stand in a very different position. The transferor is not bound to find a really solvent purchaser, but only a presumably solvent one, and is not entitled to go out of his way and make a transfer to some one who must be presumed insolvent from the circumstances of the transaction itself.—*Economist.*

COMMERCIAL INTELLIGENCE.

MAY 25TH, EVENING.

New Patna, $555 to 557½; New Benares, $545 to $547½; no change in other kinds.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand,..... 4/3½ to 4/3¾
Bank Bills, at 30 days' sight, 4/4
Bank Bills, at 6 months' sight, 4/4½
Credits, at 6 months' sight..... 4/5
Documentary Bills, at 6 months' sight..... 4/5½

ON BOMBAY.—Bank, 3 days' sight 228
ON CALCUTTA.—Bank, 3 days' sight 228
ON SHANGHAI.—
Bank, sight..... 72⅞
Private, 30 days' sight 73

SHARES.

Hongkong and Shanghai Bank Shares.—34½ per cent. premium.
Union Insurance Society of Canton, new shares—$65 per share premium.
China Traders' Insurance Company's Shares—$1,800 per share.
China and Japan Marine Insurance—Tls. 102 per share.
Chinese Insurance Company.—$195 per share.
Hongkong Fire Insurance Company's Shares—$500 per share.
China Fire Insurance Company's Shares—$133 per share.
Victoria Fire Insurance Company's Shares—$123 per share.
Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—12½ per cent. premium.
Shanghai Steam Navigation Company—Tls. 108½ per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$60 per cent. discount.
Indo-Chinese Sugar Company—89½ per cent. discount.

SALES ON MAY 25TH, 1874.

As reported by Chinese.

Black Pepper, 100 bags, at $11.70, by Hopshing to travelling trader.
Milled Rice, 1,000 piculs, at $1.90, by Tuckmee to local trader.
White Sugar, 210 bags, at $6.25, by Kwongbop to travelling trader.
Fungus, 30 bags, at $47.00, by Man-shingloong to travelling trader.
Vermicelli, 30 bags, at $6.00, by Chow-foong to travelling trader.
Battans, 200 piculs, at $4.90, by Chew-foong to travelling trader.
Stockfish, 40 bags, at $5.20, by Tye-foong-shun to travelling trader.
Brown Sugar, 600 piculs, at $3.01, by Kin-tyeloong to local trader.
Yellow Peas, 6,000 piculs, at $1.75, by Kinfoong to local trader.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched
LONDON	Osaka	R. Lowe	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Sylvia (str.)	Johannsen		A. McG. Heaton	Quick despatch.
NEW YORK	Fiery Cross	Souters	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Kate Carnie		Hongkong	Olyphant & Co.	Quick despatch.
Do.	Queen of the South	James Adair	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Marquis of Argyle	McKeon	Hongkong	Rozario & Co.	Quick despatch.
SAN FRANCISCO	Oracle	Erquiaga	Hongkong	Russell & Co.	Quick despatch.
Do.	Windward	Stannard	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Horatio Sprague	S. K. Small	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Marmion	Boyd		Vogel, Hagedorn & Co.	Quick despatch.
Do.	Augustina	Barvier	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Nightingale	Cutter	Hongkong	Russell & Co.	Quick despatch.
Do. via YOKOHAMA	Alaska (str.)		Hongkong	P. M. S. S. Co.	To-morrow, at 3 P.M.
SINGAPORE, BOMBAY, &c.	Nizam (str.)	A. E. Barlow		P. & O. S. N. Co.	On 6th prox., at noon.
SAIGON, SINGAPORE, &c.	Amazone (str.)	Champenois		Messageries Maritimes	On 30th inst., at noon.
ILOILO	Kate Waters	W. Dow	Hongkong	Remedios & Co.	Quick despatch.
MANILA	Leonor (str.)	Echanique	Hongkong	Douglas Lapraik & Co.	To-day, at 10 A.M.
Do.	Villa de Rivadavia	Camus	Hongkong	Brandão & Co.	On or about 30th inst.
Do.	Formosa (str.)	Morales		Remedios & Co.	Quick despatch.
SHANGHAI	Japan (str.)	H. de Spidt	Hongkong	David Sassoon, Sons & Co.	To-morrow, at noon.
SWATOW, AMOY, &c.	Orissa (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at noon.
SWATOW, AMOY, & FOOCHOW	Douglas (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	To-morrow, at noon.

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ARE now SHOWING in every Department an entire Stock of NEW GOODS adapted for SPRING and SUMMER WEAR, consisting of:—

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Baby LINEN, Ladies' UNDERCLOTHING, LONGCLOTH SKIRTS, CORSETS, &c.

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BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 21st January, 1874.

NOW READY

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FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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AND

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tf 1130 Hongkong, 11th May, 1867.

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THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

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GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

333 Hongkong, 1st March, 1874.

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Above 1 month, and not exceeding 3 months..... ½ " "
Above 3 months, and not exceeding 6 months } ¾ " "
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GILMAN & Co.,
Agents.

tf 1903 Hongkong, 8th May, 1874.

Vessels on the Berth.

FOR MANILA.

THE departure of the Steamship

"LEONOR,"

Captain Echanique, for the above Ports is POSTPONED until TO-DAY, the 25th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

5d 805 Hongkong, 22nd May, 1874.

STEAM TO SWATOW, AMOY, AND SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ORISSA"

will leave for the above places at noon TO-MORROW, the 27th inst.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 25th May, 1874. [3d 813

FOR LONDON.

THE A 1 German Steamer

"SYLVIA,"

Captain Johannsen, will load here, at Canton, and Macao, and will have immediate despatch for the above Port.

For Freight, apply to
A. McG. HEATON.

tf 809 Hongkong, 23rd May, 1874.

FOR MANILA.

THE Spanish Brig

"VILLA DE RIVADAVIA,"

Captain Camus, will be despatched for the above port on or about the 30th inst.

For Freight or Passage, apply to
BRANDÃO & Co.

8d 808 Hongkong, 23rd May, 1874.

FOR NEW YORK.

THE A 1 British Barque

"KATE CARNIE"

will load at this and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to
OLYPHANT & Co.

tf 801 Hongkong, 22nd May, 1874.

FOR MELBOURNE AND SYDNEY.

THE A 1 Clipper Barque

"MARQUIS OF ARGYLE,"

Capt. McKeon, will have immediate despatch for the above ports.

For Freight or Passage, apply to
ROZARIO & Co.

tf 788 Hongkong, 20th May, 1874.

FOR ILOILO *(Direct).*

THE A 1 British Barque

"KATE WATERS,"

W. Dow, Master, will have immediate despatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.

tf 770 Hongkong, 18th May, 1874.

FOR SAN FRANCISCO.

THE A 1 American Ship

"NIGHTINGALE,"

Cutter, Master, will have immediate despatch as above.

For Freight or Passage, apply to
RUSSELL & Co.

tf 748 Hongkong, 14th May, 1874.

FOR SAN FRANCISCO.

THE 3/8 L. 1 I Peruvian Clipper Ship

"AUGUSTINA,"

(late *William Ross,*) Captain Barvier, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 741 Hongkong, 13th May, 1874.

FOR SAN FRANCISCO.

(To follow the American Ship "Malay.")

THE A 1 Clipper Ship

"ORACLE,"

Erquiaga, Master, will have early despatch as above.

For Freight, apply to
RUSSELL & Co.

tf 575 Hongkong, 16th April, 1874.

FOR SAN FRANCISCO.

THE A 1 American Barque

"WINDWARD,"

Capt. Stannard, will load here for the above port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 591 Hongkong, 20th April, 1874.

FOR SAN FRANCISCO.

THE A 1 American Barque

"MARMION,"

Captain Boyd, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 740 Hongkong, 18th May, 1874.

FOR NEW YORK.

THE New A 1 British Barkantine

"FIERY CROSS,"

Captain Souters, will load here and at Whampoa, and will have quick despatch.

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VOGEL, HAGEDORN & Co.

tf 699 Hongkong, 6th May, 1874.

FOR LONDON.

THE 17 years A 1 British Bark

"OSAKA,"

Captain R. Lowe, will load here and at Whampoa, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 700 Hongkong, 6th May, 1874.

FOR SAN FRANCISCO.

THE A 1 American Barque

"HORATIO SPRAGUE,"

Captain S. K. Small, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 663 Hongkong, 1st May, 1874.

THE A 1 French Barque "*BOREAL,*" leaving Saigon about 15th June next, for Montevideo or Buenos Ayres, has room for about 100 tons Light Freight.

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641 Hongkong, 27th April, 1874.

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tf 1071 *Hongkong, Shanghai, Cologne (Germany.)*

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ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

Vessels on the Berth.

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PACIFIC MAIL STEAMSHIP COMPANY.

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THE S. S. "*ALASKA*" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 27th instant, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets, and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. of the 26th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. R. EMORY,
Acting Agent.

Hongkong, May 13th, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES,
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERY, CALCUTTA, MADRAS, AND BOMBAY.

ON SATURDAY, the 30th May, 1874, at noon, the Company's Steamship "*AMAZONE,*" Commandant CPAMPENOIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 29th May, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.

Hongkong, 18th May, 1874.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*NIZAM,*" Captain A. E. BARLOW, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 6th June, at noon, (proceeding to Southampton and London, via Suez Canal.)

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 5th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 24th May, 1874.

G. C. ROGERS, D.D.S.,
(Successor to Dr. V. D. COLLINS,)
DENTIST,
No. 7, ARBUTHNOT ROAD.

tf 247 Hongkong, 13th February, 1874.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane.
Opposite H.M. Naval Dock Yard.

tf 387 Hongkong, 1st March, 1871.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.

HING KEE.

1y 742 Hongkong, 13th May, 1874.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, repaired, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.

tf 1039 Foochow, 18th June, 1873.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Iss

Extracts.

THE NEW PARLIAMENT.

I.

Old England many various kinds
Of Parliaments has had;
For instance, one was "Ignorant,"
One "Addled," one quite "Mad."

II.

A fourth was called the "House of Bats;"
A fifth named "Diabolic."
Mayn't this be called the House of Vats?
It is so Alcoholic.

III.

The last achieved a foremost rank;
By Acts that bless mankind.
Compared with it, this "Rump" will prove,
Most surely all behind.

IV.

The harassed trades so long laid by
And bottled up their wrath,
That, when poured out, we see a great
Majority of froth.

V.

These Tories, too, who love their Church,
The Rubrics fain would rival;
For mark how they stirred up the late
Conservative "Revival."

VI.

To gaping crowds they spout and rave,
And "True Blue" doctrine teach;
Their pulpit is the butt or cask
On which they stand to preach.

VII.

"Oh! read the Bible in your schools,
If you would go to Heaven;
And spurn those men of sin who close
Your Beer-shops at Eleven."

VIII.

"Ye Publicans pure-spirited,
Defend Adulteration.
Ye Grocers too co-operate,
To crush Co-operation."

IX.

"O Civil Servants, great and small,
To better pay aspire.
The Liberals give you wages low;
So come and take our hire."

X.

'Tis sad to think such doctrines mean
Our Party's strength could sap;
And power that braved a thousand shocks
Could fall before a Tap.

XI.

'Twas so;—the masses gladly filled
The Tories' hungry maws;
Imagine pigeons joining rooks
In making common caws!

XII.

Well, well, we'll hope this sudden blow,
'Neath which the Liberals sink,
May prove a blessing in disguise;
For 'tis disguised—in drink.

A. C. W.

—Examiner.

THE LADIES.

In the rudest regions of America when not only a lady, but any woman enters a railway carriage, some man rises to give her a seat. On a Mississippi steamboat no man is allowed to sit down at the table until every woman is seated. Front seats at public entertainments are the same price as back ones, but they are "reserved for ladies"; and when all passengers pay the same price, the most elegant carriages are, by common consent, also reserved for ladies—that is, for all females and their attendants. The same rule prevails in hotels and everywhere. More deference is shown to women, as women, in America than in any country in the world.—*How to Behave. By T. L. Nichols, M.D.*

THE GAMBLING BARONET.

A few days after the ball Roger Carbury was up in town, and was closeted with her in her back drawing-room. The declared cause of his coming was the condition of the baronet's affairs and the indispensable necessity—so Roger thought—of taking some steps by which at any rate the young man's present expenses might be brought to an end. It was horrible to him that a man who had not a shilling in the world or any prospect of a shilling, who had nothing and never thought of earning anything, should have hunters! He was very much in earnest about it, and quite prepared to speak his mind to the young man himself,—if he could get hold of him. "Where is he now, Lady Carbury;—at this moment?" "I think he's out with the Baron." Being "out with the Baron" meant that the young man was hunting with the stag hounds some forty miles away from London. "How does he manage it? Whose horses does he ride? Who pays for them?" "Don't be angry with me, Roger. What can I do to prevent it?" "I think you should refuse to have anything to do with him while he continues in such courses." "My own son!" "Yes;—exactly. But what is to be the end of it? Is he to be allowed to ruin you, and Hetta? It can't go on long." "You would not have me throw him over." "I think he is throwing you over. And then it is so thoroughly dishonest,—so ungentlemanlike! I don't understand how it goes on from day to day. I suppose you don't supply him with ready money." "He has had a little," Roger frowned angrily. "I can understand that you should provide him with bed and food, but not that you should pander to his vices by giving him money." This was very plain-speaking, and Lady Carbury winced under it. "The kind of life that he is leading requires a large income of itself. I understand the thing, and know that with all I have in the world I could not do it myself." "You are so different." "I am older of course,—very much older. But he is not so young that he should not begin to comprehend. Has he any money beyond what you give him?" Then Lady Carbury revealed certain suspicions which she had begun to entertain during the last day or two. "I think he has been playing." "That is the way to lose money,—not to get it," said Roger. "I suppose somebody wins,—sometimes." "They who win are the sharpers. They who lose are the dupes. I would sooner that he were a fool than a knave." "O Roger, you are so severe!" "You say he plays. How would he pay, were he to lose?" "I know nothing about it. I don't even know that he does play; but I have reason to think that during the last week he has had money at his command. Indeed I have seen it. He comes home at all manner of hours and sleeps late. Yesterday I went into his room about ten and did not wake him. There were notes and gold lying on his table;—ever so much." "Why did you not take them?" "What; rob my own boy?" "When you tell me that you are absolutely in want of money to pay your own bills, and that he has not hesitated to take yours from you. Why does he not repay you what he has borrowed?" "Ah! indeed;—why not? He ought to if he has it. And there were papers, there;—I O U's, signed by other men." "You looked at them?" "I say as much as that. It is not that I am curious, but one does feel about one's own son. I think he has bought another horse. A groom came here and said something about it to the servants." "Oh dear;—oh dear!" "If you could only induce him to stop the gambling!" Of course it is very bad whether he wins or loses,—though I am sure Felix would do nothing unfair. Nobody ever said that of him. If he has won money, it would be a great comfort if he would let me have some of it,—for, to tell the truth, I hardly know how to turn. I am sure nobody can say that I spend it on myself." Then Roger again repeated his advice. There could be no use in attempting to keep up the present kind of life in Welbeck-street. Welbeck-street might be very well without a penniless spendthrift such as Sir Felix, but must be ruinous under the present conditions. If Lady Carbury felt, as no doubt she did feel, bound to afford a home to her ruined son in spite of all his wickedness and folly, that home should be found far away from London.—*The Way We Live Now. By Anthony Trollope.*

PRESIDENT GRANT'S JOKE ABOUT IRELAND.

President Grant is not a jocular man; but once in a while he indulges in a little story, and tells it well. Referring recently to the difference in wages in Europe and America, he related the incident of a free-trade orator who was complaining of the cost of living in this country and its cheapness abroad. "Why, my friend," said the orator, "you can buy as much for a shilling in Ireland as you can for fifty cents in the United States." "True enough your honour," said an Irishman in the crowd; "but the difficulty in Ireland is to get the shilling."

CHINAMEN AND CALIFORNIAN INDIANS.

Both have coarse, black, straight hair, the Chinese being the darker on account of its length. The Indians cut off their hair but it is a singular fact that, in describing their Deity, under whatever name, they invariably ascribe to him long hair, as the Chinese were it before 1627 A.D. The Mongolian oblique eyelids, sloping inward, are not noticeable in the Indian. The latter's cheek bones are a trifle broader, giving his face in old age something more of angularity, but the nose is less depressed at the root than in the Chinese, and the nares less dilated. Both races, in youth (especially the females), are inclined to extreme fatness, which makes the faces of the aged alike odiously and repulsively wrinkled, with a simian aspect which is startling. The Chinaman is very industrious, the savage indolent and phlegmatic. He has no word in his language for "hay," and borrows it from the Spanish—an instance of a quality known only by its opposite, which the Indian does not possess. It is an indisputable and lamentable fact of history, that human nature is constitutionally lazy. On this basis, therefore, these two diverse facts are reducible to the following statement in proportion; the immense former harvests of wild oats, and the countless myriads of salmon, coupled with the sparse population, were to the Indian's easy indolence, as the moderate yields of China and its vast populations are to its inhabitants' enforced industry. And yet I have seen a fancy work-basket on which a squaw had wrought at intervals for three years, and on which she had expended the plumes of 80 quails, and the scarlet down of over 150 woodpeckers; and a veteran pioneer informed me such baskets were formerly numerous among them. As farm labourers the Indians are at least equal to Chinamen, for a California Indian has an almost Ethiopian endurance of the sunshine, but the Chinaman gets under an umbrella. It is the testimony of Southern planters, who have had experience with both, that the Indians are something inferior to the negroes in endurance, but quite their equals in docility and domesticity.—*Atlantic Monthly.*

AN ECCLESIASTICAL CRIMINAL.

The Correctional Tribunal of Bourges has just tried and condemned one of the strangest criminals ever placed at the bar—a modern Tartuffe of an exaggerated description. This man, who gave his name as Jean Baptiste Lafosse, was born in 1815 at Villeban, and as a lad showed a remarkable power of oratory, preaching sermons to his school-follows. Yet at the age of 15 he was convicted of swindling and was sent to prison for two months. At the age of 22 he was condemned for a similar crime, and had to pass five years at Mont Saint-Michel. On leaving prison he assumed the garb of a priest, but two years later he was found guilty of forgery and was sentenced to hard labour for ten years. When he left Brest, being aware that he enjoyed a bad reputation, he changed his name from Lafosse to Raynal. Dublessis, became a domestic, and afterwards an attendant in a hospital. He was driven from this last situation for immorality. He once more adopted the surplice, bought a ring and a cross, and laboured in the dioceses of Reims, Meaux, and Rennes, where he passed himself off as belonging to the order of St. Louis of Gonzaga. In the diocese of Clermont, in 1863, he pronounced a remarkable sermon from the text, "Come unto me, all ye that labour and are heavy laden, and I will give you rest." He was holding forth at Toulouse when he got into fresh trouble, and was detained in prison for eleven months without the authorities being able to find out who he was. He was then condemned to five years' imprisonment. In 1869 he was released, and it appears that he went into Italy to found a convent of the order of St. Francis of Assisi, and he was preaching in behalf of this work at Bourges when he was arrested. He had been received by the Archbishop de la Tour d'Auvergne and by the clergy of the diocese with the greatest respect, and it seems that Jean Baptiste Lafosse has the most venerable and prophet-like appearance. When arrested he protested with great dignity against the odious error of which he was the victim. We are told that underneath the gown of the priest was discovered the shirt of the galley slave, and the mark of the chain was found on the man who had sat at table with bishops. He confessed his guilt, and was condemned to ten years' imprisonment.—*Pall Mall Gazette.*

THE FARMER'S PARLOUR.

"What a pleasant room, and if I may say so, furnished so appropriately. Some people would have crammed it full of gingerbread upholstery, all gilt and gaudy, which would not have harmonised with the house. But you, with truer artistic taste, have subordinated the furniture to the room, and so have succeeded where ninety-nine out of a hundred would have failed." Mrs. Nosgood bridled and simpered, and the farmer looked somewhat pleased, although that room was to him a place of purgatory, always to be escaped from at the earliest moment possible. As he sat there balancing on the sharp edge of his chair, holding on with a firm grip of both hands to the penitential hat, as if it were some kind of patent buoy to save him from drowning in this Arctic Ocean of Gentility, and staring straight before him in an utterly meaningless way, like a soldier at the words "Eyes front"—as he thus sat, and glanced round the room at the heavy horsehair covered chairs, the massive bookcases, the dark maroon curtains, the china punchbowls, and the gigantic whatnot of Egyptian design, he could not but feel pleased that such a regular swell as the Colonel considered the furniture all right, and he only wished that it had been a trifle more comfortable. Of course, since it was the proper thing to have a drawing-room for the reception of guests, he was very glad that his was so nicely furnished, and he determined to endeavour to bear all future martyrdoms in that torture chamber with a braver spirit. But he never expected in this world to feel thoroughly comfortable and at his ease in that room, which was filled with dreary memories of starched tea parties, and other dismally genteel festivities, wherein the beloved pipe and jug were forbidden delights, and where he had to walk round, handing the eatables and drinkables, in a dreadful state of alarm lest he should inadvertently fall into some lady's lap. He had not one pleasant memory connected with the room; he always felt more awkward there than in the kitchen; his feet and hands were more in his way; there was no safe place whereon to lay his hat, stick, and gloves; he dare not thrust his fists into their customary hiding-places for fear of appearing ungenteel, and he existed in chronic dread that it was his fate to smash the china ginnacracks bestrewing the tables. As he thus sat—longing for the termination of this purgatorial state, and fearing that the Sabbath roast beef which he loved best when least cooked would be done to rags—his wife was enjoying a charming conversation with the Colonel.—*Judith Gwynne.*

MEANS OF CHECKING COUGHING, SNEEZING, ETC.

There are many facts which show that morbid phenomena of respiration can also be stopped by the influence of arrest. Coughing, for instance, can be stopped by pressing on the nerves on the lip in the neighbourhood of the nose. A pressure there may prevent a cough when it is beginning. Sneezing may be stopped by the same mechanism. Pressing also in the neighbourhood of the ear, right in front of the ear, may stop coughing. It is so also of hiccough, but much less so than for sneezing or coughing. Pressing very hard on the top of the mouth inside is also a means of stopping coughing. And I may say that the will has an immense power there. There was a French surgeon who used to say, whenever he entered the wards of his hospital, "The first patient who coughs here will be deprived of food to-day." It was exceedingly rare that a patient coughed then.

There are many other affections associated with breathing which can be stopped by the same mechanism that stops the heart's action. In spasms of the glottis, which is a terrible thing in children, as you well know, as it sometimes causes death, and also in whooping-cough, it is possible to afford relief by throwing cold water, or by tickling the soles of the feet, which produces laughter and at the same time goes to the gray matter which produces the spasm and arrests it almost at once. I would not say that these means are always successful. I would not say that we can always prevent cough by our will; but in many instances those things are possible, and if you remember that in bronchitis or pneumonia, or any other acute affection of the lungs, hacking or coughing greatly increases the trouble at times, you can easily see how important it is for the patient to try to avoid coughing as best he can.—*From Dr. Brown-Sequard's Lecture.*

THE VILLAGE CHOIR.

The ancient village choir, with its flutes and its fiddles, has been swept away. Its pretensions were no doubt greater than its powers. The principal soprano had figured in front of the gallery for a period of nearly half a century, and her performance resembled nothing so much as that of a hen when informing the world that she had just added a fresh egg to her store. The basso profondo, thinking that there was nothing like leather, shouted to such a degree that in summer time, when the doors were open, he could be distinctly heard on the top of the opposite hill. It is not easy to describe the horror of an Italian musician, who having been detained in the neighbourhood by a coach accident, and received at the rectory, attended the church one Sunday morning, and was subjected to the usual display:—

The wedding guest, he beat his breast,
For he heard the loud bassoon.

"You must find Handel difficult," some one once ventured to remark to the leader of the band, when some chorus from the "Messiah" was in preparation. "Well, sur," was the reply, "he may be so; but then, you see, we alters un"; and indeed it was sometimes difficult to recognise the creation of the great maestro, which figured by way of anthem. And yet when all is said, there was a homeliness about the whole performance which harmonised with the simple old church, through whose "unstoried" windows you could see the bees and butterflies busy among the sycamore blossoms, and with the quiet paternal teaching of the rector, whose discourses had at least the merit of being intelligible to the humblest of his congregation. But the secret of his influence lay outside his teaching. It was that of Chaucer's parish priest:—

For Christes lore and His Apostles twelve He taught; but first he followed it himselve.

—"*Some Old-Fashioned Parsons," in Fraser's Magazine.*

SPARROWS.

But what shall we say to Mr. Sparrows (*Fringila Domestica—Passer Domesticus, Ray*)? Why, that he is the most impudent rogue in existence, the very personification of audacity! And yet I sometimes think we should not feel it home without the sparrow. He is everywhere before our eyes, and probably from this very fact we do not notice him so much. He seems equally at home on the cottage thatch or the roof of the castle, in the quietest village or the most densely populated city. I grant you that you would hardly recognise in the sooty, grimy London sparrow his by no means inelegant country follow, but his *nonchalance* and cool familiarity are the same everywhere. When intent upon his food, he will not easily be discouraged, but will dispute with the pig in his trough, or the farmyard poultry, and if scared away, his flight is but for a moment, as he instantly returns to the attack. A whole volume might be written on his peculiarities, and I suppose every one of us could tell some amusing incident relating to him. So prolific is the sparrow, that if they were not subject to more than ordinary modes of destruction, their increase would be overwhelming. At the close of the summer their numbers are astonishing, and just as the cornfields are swept, prodigious flocks may be seen. But hundreds are taken by nets from the ricks in which they are roosting, or from the ivy on the walls of the house, during the winter months. That the sparrow is very mischievous cannot be denied, but it is only when the corn is ripening or in the sheaf, then he exacts terrible toll from the farmer; but in the earlier part of the year he must be placed amongst his best friends. While their families are being brought up, the sparrows are insectivorous, and from their great numbers they accomplish a good work. In the spring and early summer we see them flying about continually, and every minute returning with a grub or some insect to the nest, and we should remember how they must keep under the increase of these terrible pests. Evil would be that day when sparrows were extinct in the farmyard.—*The Churchman's Shilling Magazine.*

DELICATE DEFINITION.—"D. T." is defined by an old toper to be an abbreviation for a terrible complaint brought on by drinking "deleterious tea!"

Insurances.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.

THE BORNEO COMPANY, LIMITED.

1y 790 Hongkong, 20th May, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10%).

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1358 Hongkong, 15th October, 1868.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1069 Hongkong, 9th July, 1872.

Insurances.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.

ROB. S. WALKER & Co., *Agents, Royal Insurance Company.*

tf 1617 Hongkong, 1st October, 1873.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 25th May, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per piecul	$106.00 a $114.00
" 28 a 32	"	118.50 a 120.00
" 36 a 42	"	123.00 a 128.00
GREY SHIRTINGS, 7 a 7½ lbs	per piece	$1.90 a 1.92
" 8 a 8½ lbs	"	2.25 a 2.40
" 9 a 10 lbs	"	2.75 a 3.35
WHITE SHIRTINGS, 55 a 60 reed	"	2.65 a 2.50
" 64 a 66 "	"	2.60 a 2.75
" 68 a 90 "	"	2.85 a 3.50
WHITE SPOTTED DO.	per piece	2.55 a 2.50
WHITE BROCADES	"	2.50 a 2.55
AMERICAN DRILLS, 30 yards	"	2.60 a 2.55
" 40 "	"	3.70 a 3.80
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.	"	1.55 a 1.65
" 24 " & 36 " 8 lbs	"	2.90 a 2.95
DYED SCOTCH SHIRTINGS	"	3.80 a 3.05
DYED BROCADE Do.	"	3.75 a 3.90
DYED DAMASK Do.	per piece	5.80 a 6.00
CRINTZ	"	1.50 a 1.65
HANDKERCHIEFS, Blue	per doz.	0.55 a 0.60
" Brown	"	0.60 a 0.65
" Red	"	0.75 a 0.80
VELVETS, Black, 22 ins.	per yard	0.21 a 0.22
" Gentian, 22 "	"	0.18 a 0.19
VELVETEENS, Black	"	0.22 a 0.23

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.31 a 0.32
LONG ELLS, HM Scarlet	per piece	8.00 a 9.50
" " Assorted	"	8.40 a 8.50
HH Scarlet	"	8.95 a 9.00
" Assorted	"	8.30 a 8.40
CAMLETS, 88S	"	17.00 a 17.50
" 88	"	18.70 a 19.25
" 8	"	19.50 a 20.00
" BBB	"	20.50 a 21.00
LASTINGS, DD	"	15.00 a 15.50

METALS.

IRON, Nail Rod. Nos. 1 a 6	per picul	4.20 a 4.30
" Hoop	"	4.50 a 4.65
" Bar	"	4.05 a 4.10
" Wire	"	3.30 a 3.35
LEAD	"	7.00 a 7.20
SPELTER, English	per tub	4.80 a 4.90
" Swedish	"	5.00 a 5.25
TIN, Malacca	per picul	25.50 a 26.50
TIN PLATES	per box	8.50 a 8.60
SHEATHING METAL	per picul	26.00 a 29.00
QUICKSILVER, English	"	180.00 a 182.00
" American	"	183.00 a 185.00
SPELTER	"	8.30 a 8.40

PRODUCE

COTTON, Shanghai	per picul	13.50 a 14.00
" Ningpo	"	14.50 a 15.00
" Tientsin	"	14.70 a 15.00
" Shantung	"	14.50 a 15.00
" Bengal	"	11.50 a 14.00
ALUM	"	1.00 a 1.00
SAPPANWOOD, Japan white	"	3.95 a 4.10
" Black	"	8.50 a 8.50
HIDES, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.70 a 1.85
" " mill cleaned	"	1.60 a 1.65
" Manila	"	2.31 a 2.40
" Singapore	"	2.10 a 2.15
" Saigon	"	1.50 a 1.65
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	"	5.75 a 6.50
COALS, AFLOAT	per ton	
" English steam	"	18.00 a —
" American Anthracite	"	18.40 a —
" Sydney	"	9.50 a —
WINDOW GLASS	per box	4.00 a 4.15
STRAITS PRODUCE, &c.,		
HATTANS, Straits	per pcl.	5.50 a 5.75
" Banjar	"	4.90 a 5.20
PEPPER White	"	10.60 a 10.50
" Black	"	10.80 a 11.00
BETEL NUT	"	3.75 a 4.40
SANDAL WOOD Malabar	"	4.30 a 4.50
" " South Seas	"	16.00 a 17.50
SAPAN WOOD, Manila	"	1.70 a 2.00
" Siam	"	2.20 a 2.50
FLOUR, California, per sack of 50 lbs	"	1.40 a 1.45
" American, per barrel of 200 lbs	"	7.00 a 7.10
WHEAT, Tientsin	per pcl.	1.90 a 1.95
" California	"	2.25 a 2.30
SUGAR, Canton white, No. 3	"	6.75 a 7.20
" " Dk. Brown	"	5.50 a 5.60
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.40 a 4.50
" " Dk. Brown	"	3.75 a 3.90
CAMPHOR, packed	"	15.80 a 16.00
PEAS, White	"	1.80 a 1.90
" Green	"	2.10 a 2.25
" Black	"	1.55 a 1.70
OIL, Cassia	"	1.00 a 1.08
" Yellow	"	50.00 a 52.50
MUSHROOMS	"	1.30 a 1.80
SEAWEED, Green	"	3.75 a 4.20
" Cut	"	12.00 a 13.50
MUSSELS, Dry Siam large	"	8.25 a 8.80
" " middle	"	6.50 a 6.75
" Dried, small	"	6.00 a 6.75
VERMICELLI, Tientsin	"	14.20 a 14.50
BEES WAX, Japan	"	67.50 a 68.00
" Hankow	"	

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Alaska	Ed. Van Sice	Amr. str	4012	P. M. S. S. Co	Yokohama, &c.
August Leffler	J. L. Bjorck	Swed. str	400	F. Degener	
Douglas	E. Burnie	Brit. str	864	D. Lapraik & Co	East Coast
Duns	Thomson	Brit. str	852	Gilman & Co	
Fame	Vesary	Brit. str	116	H. E. & W. Dk. Co	Tug Plying
Feiwan	Benning	Brit. str		A. Heard & Co., Agents	
Hailoong	Abbott	Brit. str	277	D. Lapraik & Co	
Japan	H. de Smidt	Brit. str	1865	D. Sassoon, Son & Co	Shanghai
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Leonor	Echenique	Span. str	393	D. Lapraik & Co	Manila
Madras	Bernard	Brit. str	606	P. & O. S. N. Co	
Norna	Koch	Brit. str	606	Kwok Acheong	
Orissa	Pockley	Brit. str	1119	P. & O. S. N. Co	Swatow, &c.
Powan	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	Laid up
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Visayas	D. de Tremoya	Span. str	214	H. Kler	
White Cloud		Brit. str	380	A. Heard & Co., Agents	Laid up
Yen-tai	Gibson	Brit. str	590	Gibb, Livingston & Co	
Yet-tung	Rasmussen	Brit. str	632	Kwok Acheong	Swatow
Zambesi	G. F. Oates	Brit. str	2413	P. & O. S. N. Co	Shanghai

‡ *Running between Hongkong and Canton*
§ *Running between Macao and Hongkong*

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Advance	J. C. Thompson	Siam. bk	338	Chinese	
Agustini	Barrier	Peru. sh	947	Vogel, Hagedorn & Co	San Francisco
Antipodes	Alf. Williams	Brit. bk	352	Messageries Maritimes	
Aristos	A. Kilduhl	Nor. bk	570	Order	
Baltic	Andersen	Ger. bk	318	Arnhold, Karberg & Co	
Belle Sauvage	J. W. Finch	Ger. sh	850	Elmbcke	Shanghai
B. Cummings	R. Browne	Amr. bk	304	Captain	
Bua Cano	E. Taus	Siam. bk	380	Chinese	
Camillo Cavour	J. Yreberri	Peru. sh	1336	Order	
Cantan	Brahn	Ger. bk	229	Wm. Pustau & Co	
Charlie Palm	R. Miles	Brit. bk	464	Sang-yuen	
Civiale	H. H. Brock	Ger. bk	380	Bourjau & Co	Saigon
Cutty Sark	G. W. Varrath	Siam. bk	474	Chinese	
Diamond City	Schumacher	Siam. bk	261	Chinese	
Derwent	J. Gadd	Brit. bk	599	Melchers & Co	Manila, &c.
Dhurwar	A. Freebody	Brit. sh	1300	Gilman & Co	
Dudu	T. Lund	Siam. bk	222	Chinese	
Elise	P. A. Hansen	Ger. bk	358	Wm. Pustau & Co	Iloilo
Formosa	Clipperton	Brit. bk	381	Rozario & Co	Repairing
Glory	J. Jürgensen	Siam. bk	419	Tuck-mee	
Guam	Cable	Brit. bg	290	Order	
Hongkong	H. Frendenberg	Siam. bk	565	Order	
Horatio Sprague	S. K. Small	Amr. bk	507	Vogel, Hagedorn & Co	San Francisco
Kate Carnie	J. Wilson	Brit. bk	549	Olyphant & Co	New York
Kate Waters	W. Dowe	Brit. bk	580	Remedios & Co	Iloilo
Kim yung-tye	C. Lange	Siam. lug	229	Chinese	
Lotte	E. Hildebrand	Ger. bk	490	Bourjau & Co	
Lydia	Yodingsen	Brit. bk	374	P. & O. Co	
Maid of Judah	A. Webb	Brit. sh	670	Order	Saigon
Marquis of Argyle	McKean	Brit. bk	500	Rozario & Co	Australia
Nightingale	A. Cutler	Amr. sh	722	Russell & Co	San Francisco
Norma	T. Nusabaum	Ger. bk	339	Bourjau & Co	Chefoo
Osaka	R. Towe	Brit. bk	525	Vogel, Hagedorn & Co	London
Paga	C. F. Blüji	Ger. bk	386	Bourjau & Co	
Princess Seraphi	W. Munchan	Siam. bk	454	Chinese	
Queen of England	Dethleffsen	Siam. sh	530	Chinese	
Queen of the South	James Adair	Brit. bk	376	Vogel, Hagedorn & Co	New York
Racehorse	Jorgensen	Siam. bk	357	Chinese	
Radama	Boucher	Fren. sh	700	Carlowitz & Co	
Sophie	Ohlsen	Ger. bg	210	Bourjau & Co	
Swiftsure	H. Beadle	Brit. sh	1212	P. & O. Co	
Swordfish	A. H. Moller	Siam. sh	575	Chinese	
Tulce	Hoffmann	Ger. bk	343	Siemssen & Co	Takao
Villa de Rivadavia	M. Camus	Span. bg	261	Brandao & Co	Manila
Windward	Stannard	Amr. bk	722	Vogel, Hagedorn & Co	San Francisco

RECEIVING VESSELS & HULKS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.
Chase	Webster	Pw. Mag.	283	Harbour Master
Fort William	Purchase	Hulk	1060	P. & O. Co
John Adam	Stroud	Hulk	318	Water Police

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Singapore
Cadmus	Steam Corvette	17	400	Capt. Wm. H. Whyte	Shanghai
Cherybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	8	160	Comdr. E. J. Church	Tientsin
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Nagasaki
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Burnett	Shanghai
Flamer	Hospital	—	—	—	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Shanghai
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	Hongkong
Hornet	double sc. gun vl.	4	120	Comdr. Cumerun	Swatow
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Yokohama
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Foochow
Manilla	Military Hospital	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Hongkong
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hankow
Opossum	gun-boat	3	60	Lt. Com. E. S. Nuthall	Hongkong
Princess Charlotte	Receiving ship	12	—	Com. J. E. Parish	Hongkong
Ringdove	doub. sc. gun vl.	3	160	Comr. Singleton	Yokohama
Swinger	doub. sc. gun vl.	2	60	Lieut. Comr. Boletto	Singapore
Sylvia	double sc. gun vl.	—	887	Captain St. John	Hongkong
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Hongkong
Thistle	doub. sc. gun vs.	4	120	Comr. F. Starling	Kobé

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Dang-wee	Ann. gun-boat	250		O'Sullivan

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Lintin		Brit. str	69	Acheong	
Prince Albert		Brit. str	160	Kwok Acheong	

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Fiery Cross	Souters	Brit. bk	337	Vogel, Hagedorn & Co	New York
New Granada	R. Bauer	Ger. bk	350	E. Schellhass & Co	Tientsin
Oracle	Erquiaga	Peru. sh	1199	Russell & Co	San Francisco
Sudan	Olrian	Ger. bk	394	Ed. Schellhass & Co	Tientsin

CANTON.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chep jui	Poynter	H.I.C.M.	g.b.	—	
Ching-Sing	E. Choy	H.I.C.M.	g.b.	—	
Demerara	—	—	—	Customs Chop	
Fee-loong	Wright	H.I.C.M.	g.b.		
Kasagakan	J. Inouye	Japanese	cor.		
Man-nien-tsing	Sum-shun-fut	H.I.C.M.	cor.		
Ngan-tun	Stewart	H.I.C.M.	g.b.		
Peng-chao-hoi	Palmer	H.I.C.M.	g.b.		
Sui-Taing	James Stewart	H.I.C.M.	g.b.		
Sun-Chea	Clark	H.I.C.M.